

MINUTES

**Meeting: London Assembly
(Mayor's Question Time)**
Date: Wednesday 23 October 2013
Time: 10.00 am
**Place: Chamber, City Hall, The Queen's
Walk, London, SE1 2AA**

Copies of the minutes may be found at: <http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly>

Present:

Darren Johnson AM (Chair)	Jenny Jones AM
Roger Evans AM (Deputy Chair)	Stephen Knight AM
Tony Arbour AM	Kit Malthouse AM
Jennette Arnold OBE AM	Joanne McCartney AM
John Biggs AM	Steve O'Connell AM
Andrew Boff AM	Caroline Pidgeon MBE AM
Victoria Borwick AM	Murad Qureshi AM
James Cleverly AM	Dr Onkar Sahota AM
Tom Copley AM	Navin Shah AM
Andrew Dismore AM	Richard Tracey AM
Len Duvall AM	Fiona Twycross AM
Nicky Gavron AM	

1 Apologies for Absence and Chair's Announcements (Item 1)

- 1.1 Apologies for absence were received from Valerie Shawcross CBE AM and Gareth Bacon AM.
- 1.2 The Chair welcomed Caroline Pidgeon MBE AM on her return following the recent birth of her son.
- 1.3 The Chair welcomed to the gallery students from Ilford County High, Westminster Kingsway College, St Laurence University (New York), Parkhill Junior School, Sullivan Primary School, City University and News Associates.

2 Declarations of Interests (Item 2)

2.1 Resolved:

That the list of offices held by Assembly Members, as set out in the table at Agenda Item 2, be noted as disclosable pecuniary interests.

3 Mayor's Report (Item 3)

- 3.1 The Assembly noted the Mayor's Report covering the period from 29 August to 9 October 2013.
- 3.2 In accordance with Standing Order 5.4A, the Mayor gave an oral update on matters occurring since the publication of his report. The record of the oral update is set out at **Appendix 1**.

4 Questions to the Mayor (Item 4)

- 4.1 The record of the discussion with the Mayor, including oral answers given by the Mayor to Members' questions, is attached as **Appendix 2**.
- 4.2 The written answers to those questions not asked or unanswered during the meeting are attached at **Appendix 3**.
- 4.3 During the course of the question and answer session, the Chair proposed, and it was agreed, that Standing Order 2.9B be suspended to extend the meeting in order to allow the remaining questions on the priority order paper to be put to the Mayor and for the remaining items of business on the agenda to be considered.
- 4.4 At the conclusion of the question and answer session, the Assembly agreed the motion set out on the agenda in the name of the Chair, namely:

"That the Assembly notes the answers to the questions asked".

5 Date of Next Meeting (Item 5)

- 5.1 The next scheduled meeting of the London Assembly would be the Plenary meeting which was due to take place at 10.00am on Wednesday 6 November in the Chamber, City Hall.

6 Any Other Business the Chair Considers Urgent (Item 6)

- 6.1 The Chair agreed, in accordance with section 100(B)(4) of the Local Government Act 1972 (as amended), to admit a motion as an item of urgent business.
- 6.2 In accordance with Standing Order 3.12, the Chair asked the Assembly to decide whether to permit consideration of the motion in his name.
- 6.3 Upon being put to vote, the Assembly unanimously agreed to consider the urgent motion in the Chair's name.

Urgent Motion (Item 6a)

- 6.4 Darren Johnson AM moved and Roger Evans AM seconded the following motion:

"This Assembly sends Loyal Greetings to Her Majesty the Queen and His Royal Highness the Duke of Edinburgh on the occasion today of the christening of their great grandson, Prince George, and wishes the family good health and happiness in the years to come.

and that

This Assembly sends greetings to Their Royal Highnesses the Duke and Duchess of Cambridge on the occasion today of the christening of their son, Prince George, and wishes the family on this joyous day good health and much happiness in the years to come."

- 6.5 Upon being moved, the motion in the name of Darren Johnson AM, namely:

"This Assembly sends Loyal Greetings to Her Majesty the Queen and His Royal Highness the Duke of Edinburgh on the occasion today of the christening of their great grandson, Prince George, and wishes the family good health and happiness in the years to come.

and that

This Assembly sends greetings to Their Royal Highnesses the Duke and Duchess of Cambridge on the occasion today of the christening of their son, Prince George, and wishes the family on this joyous day good health and much happiness in the years to come."

was agreed.

7 Close of Meeting

7.1 The meeting ended at 12.42 pm.

Chair

Date

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London Assembly (Mayor's Question Time) – 23 October 2013
Transcript of Agenda item 3 – Mayor's Report

Darren Johnson (Chair): Then we move on to item 3, which is the Mayor's Report. The Mayor will now provide an oral update of up to five minutes in length on matters occurring since the publication of his report.

Boris Johnson (Mayor of London): Thank you very much, Darren. Since the publication of that report, obviously, there has been quite a lot of activity. We went on a big trade mission to China, which you will have seen, championing not just exports from the United Kingdom and from London but also having considerable conversations and indeed negotiations with Chinese partners about investment in London. You will be aware, Chair, and the Assembly will be aware that billions are already coming into our city and I expect there will be many more billions to come in the next few years. I do think that that trip will be seen to have been a good use of our time and of taxpayers' money.

Members of the Assembly will know that we have set up an Ethics Panel for the Mayor's Office for Policing and Crime (MOPAC) and this is something that I think is important in view of the issue of police confidence, which is absolutely vital for Londoners. Confidence in the Metropolitan Police Service is actually now at a three-year high, I am proud to say, in London and that is very largely because I think the police are doing a fantastic job of bringing crime down across all types and the results are very clear. There has been a 7% or 8% fall in one year alone in crime in this city.

That is very encouraging, but Alex Carlile, Lord Carlile], will be chairing the Ethics Panel of the MOPAC to give a public face to that question and to make sure there is a point of reference for the city when these issues of ethics and the handling of sensitive questions by the police do come up. I think he will do a first-class job.

There is a terrific report out by the Greater London Authority (GLA) Economics unit that says that older people contribute far more to the London economy than they receive by way of payment, so I think that is a very important point to get across. I was stunned to see that they not only contribute £47 billion in paid work to the London economy, but only 0.2% of London burglars are over 60, I was delighted to see, which shows what a fantastic bunch of senior citizens we have, ladies and gentlemen.

The Assembly has asked briefly for updates on the Chinese visa issue which came up whilst we were in China. I think that is a good step forward. Obviously, we are looking at the detail. The question is could it be rolled out to other countries. Could you simplify it for other countries? That is, in my view, a very good question. What we want to do is to make sure that London and the United Kingdom gets its share of the massive Chinese tourist market. It is absurd at the moment that we are underperforming when you consider the large numbers of Chinese visitors who go to other European Union countries when they could be enjoying London, which is the

number one tourist destination for overseas visitors in the world. Chinese tourists should be coming in greater numbers.

Finally, the Assembly has asked for an update on the casualties and the fatalities on the Cycle Superhighways. I really do not want to go much beyond what I have been able to say in the last few days, except to say that obviously the sympathies of everybody, I am sure - of Transport for London (TfL), of me, of everybody involved in promoting cycling in London - will be with the victims and with their families after what has taken place. Just to repeat, we continue with a massive programme of investment in cycling and in cycle safety measures in the order now of £1 billion and we are determined to make all those routes as safe as we possibly can. If there is stuff that we can learn from the reports of the various coroners, then of course we will do so.

Darren Johnson (Chair): Thank you.

Jennette Arnold OBE (AM): I thank the Mayor for his update around this trip to China. Can I start by saying no one is going to be against a trip by a Mayor of London to China?

Boris Johnson (Mayor of London): Good.

Jennette Arnold OBE (AM): Indeed, the Mayor's Office once held two offices in China, Beijing and Shanghai, and the first thing that you did, Mr Mayor, was to close them. I would say to you that I would like words of regret because, clearly, that means that we have to start again.

Boris Johnson (Mayor of London): No, on the contrary.

Jennette Arnold OBE (AM): Can I just finish? Maybe that was at the time a lack of wisdom. Now that you have the wisdom, just some words of regret would be useful.

Also, the thing is of course there is a difference between tourists and students. It is the students that I want to focus on. As we all know, students from overseas bring so many riches to this city including their fees that they bring. Where is the joined-up Government that you are a part of that introduces regulation that stops students from India, stops students from Nigeria, stops students from Turkey, stops students from the rest of the world; the United States and Canada? Then, because you are on a trip with your mate George [Osborne, Chancellor of the Exchequer], you decide we can have Chinese students. What is this policy that says some parts of the world are closed to London but others because I am visiting are opening? Can you just give us a little bit more detail?

Boris Johnson (Mayor of London): A couple of points there, Jennette. First, on the offices and the proliferation of offices that took place under the previous regime to no particular advantage to London, there remains of course a London and Partners office in China, as you would expect, and it has done a fantastic job. London is very well represented in China. The question was: did the Mayor need an office in China? I think that was superfluous and indeed an unnecessary cost to the London taxpayer.

Jennette Arnold OBE (AM): OK, that is the first part.

Boris Johnson (Mayor of London): I think you should offer an expression of regret, Jennette, to the people of London for sitting idly by whilst millions and millions were squandered and council tax was put up to no particular purpose. Actually, our strategy has to do with --

Jennette Arnold OBE (AM): It concerns me about the thousands that were squandered with you jetting around the world.

Boris Johnson (Mayor of London): If you will just let me finish my answer -- for much less expenditure by the taxpayer on airfares and in every other way, our strategy has delivered far more investment. That was what I pledged to deliver, a bigger bang for Londoners' buck, and that is what we are getting.

You asked about students. I think there is a slight confusion here because as I understand it the relaxation or the addition of a special United Kingdom category to the Schengen visa, which is I think what the Government is trying to do, applies to tour operators and is not so much for students. I think you are asking about two separate things. It is certainly true that we do want to encourage large numbers of Chinese students to come to city and I am proud to say that London is the single biggest recipient of Chinese overseas students anywhere in the world. We have more Chinese students of any other city in the world outside China, obviously, where they have large numbers of Chinese students in some cities. Indeed, I might go on and just for your benefit, we have increased --

Jennette Arnold OBE (AM): Chair, the question was the Mayor --

Darren Johnson (Chair): Thank you, Assembly Member Arnold. If the Mayor can just wrap up, then I will bring back Assembly Member Arnold. If Assembly Members can stop heckling, we will quickly let the Mayor complete his sentence and then we will bring in Assembly Member Arnold.

Boris Johnson (Mayor of London): I think it will be to the advantage of the Assembly and Jennette to know that in the last five years, to pick a period entirely at random, the number of Chinese students in London has actually increased by 149% and it went up by 12% last year. We intend to get on with that programme and, to get to your question, we are in no way setting our faces by anything we do against student number from other countries, provided that they are legitimate students and they have legitimate applications. That is fantastic and we want to see more international students because, as you rightly say, they provide about £5 million to the higher education economy in this country, without which it would not be possible for our universities to function. They add immeasurably to our city and to the higher education economy of the United Kingdom.

Jennette Arnold OBE (AM): Chair, as ever, the Mayor is ill-briefed. Each university in London has lost about 2,000 students because of new regulations, but I will leave it there and I will write the Mayor a letter.

Boris Johnson (Mayor of London): I think the figures rather refute what you have just said.

Darren Johnson (Chair): Thank you. We had a quick response from the Mayor to that.

Andrew Dismore (AM): Did you know that whilst you were swanning around doing your photo opportunities in Beijing with George Osborne, at home the UK Border Agency (UKBA) was harassing Chinese businesses in Chinatown? There have been 11 big raids since July. That is almost one a week and more often than not they do not find anyone illegal. It is not intelligence-led. These are fishing expeditions.

It has reached the stage that yesterday afternoon all the shops and businesses in Chinatown, 200 or more, closed for two hours in protest because they were very angry at the disruptive and discriminatory fishing raids by the Border Agency. They think they have become easy targets for the UKBA to attack. These raids are damaging the reputation of Chinatown and Chinese businesses and create and reinforce the negative stereotypes of Chinese people.

You, Mr Mayor, were born in the Year of the Dragon. Main characteristics: big ego, living the high life, grabbing headlines. Is this why you think you can get away with saying one thing in Beijing and doing something completely opposite in London? What are you going to do about these raids?

Boris Johnson (Mayor of London): I do not know which year you were born in. Presumably, the Year of the Slug.

Andrew Dismore (AM): I was born in the Year of the Horse: hardworking, dependable and reliable.

Boris Johnson (Mayor of London): I do not know what animal. What is it? The Year of the Hippo or the Year of the Slug or the Year of the Three-Toed Sloth, I expect.

Andrew Dismore (AM): What are you doing about these raids?

Boris Johnson (Mayor of London): What I would say is that obviously I --

Andrew Dismore (AM): Why are you saying one thing in China and another thing at home?

Boris Johnson (Mayor of London): Come on. You want to hear the answer? You hear the answer. Obviously, I deprecate any activities by the UKBA that are discriminatory or unnecessarily hostile to any community in our city and I have made that clear time and time again. If they have been heavy-handed in this instance, then certainly we will get on to it and we will take the necessary actions.

However, it is absolutely vital in a great city that depends on talented people coming here to make their lives that we have a serious policy towards illegal immigration and we do something to make sure that illegal immigrants know where they stand and know that they have broken the law because what they are doing is undermining the hard work and all the effort that legal applicants have made to go through the system and do things properly. I think it is entirely fair and right that there should be a distinction drawn between those who come here legally and those who are not here in accordance with the law.

Yes, I am perfectly prepared to look at what the UKBA was up to. As you know perfectly well, Andrew, we do not control the UKBA here in London, unfortunately, but I will certainly look at what they have done. If it has been heavy-handed, I will certainly listen to what the Chinese community in Chinatown has to say about those actions.

However, I am not in any way going to resile from or dismiss the notion that you have to be tough on illegal immigration. Frankly, if I may say so, it was the active decision of the Labour Government whenever it was, whenever they were in power, to turn a complete blind eye that undermined immigration in the eyes of many people in this country. You should think about that because it did serious social damage.

Andrew Boff (AM): Thank you, Mr Mayor. Just in reaction to what you said, are you aware that it is the porous borders and unenforced regulations concerning immigration that have made Britain a burgeoning destination for trafficked people, as I revealed recently in a report that I produced, *Shadow City*, which highlighted the problem of trafficked people in the United Kingdom?

Boris Johnson (Mayor of London): Yes, I do, and I thank you and congratulate you on your work and on your report. I do think it is absolutely vital. I go back in a pedantic way to this distinction between legal and illegal immigration. It is vital that we do make that distinction. I am probably about the only politician I know of at the moment who is actually willing to stand up and say that he is pro-immigration. I do not hear anybody else saying it. You?

Jenny Jones (AM): Yes.

Boris Johnson (Mayor of London): OK, a few of you. I have the support of the Greens. Great. We can build on that. Labour is being very quiet, I notice. Anyway, I believe that when talented people have something to offer a society and a community, they should be given the benefit of the doubt. I speak as a descendant of immigrants and all the rest of it. However, you have to be very tough in dealing with people who break the law because, as I said just now to Jennette, they are undermining the credentials and the hard work of everybody else. I thank you for what you are doing to stop the traffic in human beings.

Darren Johnson (Chair): Thank you. Moving on now.

John Biggs (AM): On Cycle Superhighway 2 (CS2), I think we all know that where the Cycle Superhighways are good they are actually very good and they create a sense of safety, but CS2 is not one of these. You will have been written to by the coroner in the case of two

unfortunate people who died riding bicycles on CS2 in Tower Hamlets. This is an issue I have been campaigning on for many years now, so I am speaking as a constituency Member. I was hoping you would be able to make some public undertakings about what you want to do on CS2. This is not meant to be a party point.

Boris Johnson (Mayor of London): No, I understand, John.

John Biggs (AM): What I would like to see happen is for us to move towards a totally segregated Cycle Superhighway on the road in Tower Hamlets.

Boris Johnson (Mayor of London): At the Bow Roundabout area?

John Biggs (AM): On the Bow Roundabout down to Aldgate. I think that is what we want to see and there are two other particularly dangerous junctions both referred to in the coroner's report at the Bow Roundabout and at Aldgate. Public assurance requires you to give some sort of undertaking.

Boris Johnson (Mayor of London): I understand that point completely and very sincerely. I will have to, I am afraid, just refer you to what I have already said on those particular routes and those particular junctions. As you know, at the Bow Roundabout there is a huge amount that has already now been invested and we have tried to change the configuration there.

This is always going to be an extremely difficult challenge for us on the streets of London and no solution will ever be perfect. We will do our best and we will invest what it takes, but I cannot guarantee to Londoners that we are going to be able to produce segregation everywhere that it is desired. I am afraid that is simply not a realistic objective, just because there is not the road space to do it. I know, John, that you have campaigned on this for a long time. We will certainly look at it.

I want to make a general point, if I can, about what is happening to cycling in London because I think there is a --

John Biggs (AM): I would prefer to spend time on this specific, actually, Chair, if that is all right. Maybe it will come up later in questions. If I could be helpful to you, I think in the case of CS2 there is --

Boris Johnson (Mayor of London): Break the habit of a lifetime.

John Biggs (AM): I am always helpful to you. Sometimes you do not recognise it, but I am always helpful.

Boris Johnson (Mayor of London): I am grateful.

John Biggs (AM): On CS2, there is the space on the highway to provide for segregation and I think that that would make sense. I am particularly struck by the comment by the coroner which was uttered by others, including myself, separately that CS2 with its design creates a false

sense of safety or security for cyclists who see the blue markings as an indication that they have been thought about and that they have the right of way when, in some circumstances, they do not and the capacity on the highway itself just is not there to make it safe for them. I think that is a very serious matter and we need to urgently respond to it.

Boris Johnson (Mayor of London): I totally accept that. The way you have framed the dilemma is completely right. The dilemma is whether we could have a system in London where on lots of these roads - and CS2 is an example - you created a segregated cycle lane. Certainly, what I will undertake is that we will continue to look at what the coroner has said and what the police have said about this particular city.

The difficulty is that you take away a huge amount of road space and you perhaps do not even deliver the safety improvements that you desire because, speaking as a daily cyclist, one of the problems that I think many fulltime cyclists have with the segregated option is that actually they do not always use the segregated gullies. I am not convinced that it would be the knockout solution that some people suggest it would be.

John Biggs (AM): When they do, it should be safe.

Boris Johnson (Mayor of London): I do think there are further improvements that could be made across the streets of London and obviously we are investing huge sums of money in junctions and roundabouts and across the network.

If I can, I just want to try to give a broad picture, John, of where we are in terms of cycle safety and numbers of trips. Could I do that through you, Chair?

John Biggs (AM): Because of the way we manage question time, if the Chair is happy for you to do this for the sake of the meeting, I am happy, but our time allocation would make it rather difficult.

Darren Johnson (Chair): Are you happy to draw your questioning to a close now?

John Biggs (AM): My questioning has finished.

Darren Johnson (Chair): Thank you.

Jenny Jones (AM): Thank you. Mr Mayor, none of us wants to see deaths and injuries on the road and I have been a fan of Cycle Superhighways for many years and so I want to see them safe. I am glad to hear you say as you did in your opening remarks that you want to make them as safe as you possibly can, but there are some Cycle Superhighways that are coming on stream at the moment that are not as safe as they can be.

I would like to draw your attention to one. You might not know the detail, but I can just explain. It is an area that is quite near my house, so I know it quite well. It is the Peckham Road. It is 30 miles-an-hour, so it has a lot of lorries and vans and some quite stressed motorists who want to get to places quickly, so it is a fairly difficult road anyway. The

cycle lane along it, which is going to be Cycle Superhighway 5, actually has bits that are mandatory and then it becomes advisory and then, at a quite difficult junction, it becomes a wobbly white line and it is not anything in particular. This has not, I gather, been started yet.

I am just asking you now. Will you look at these? Will you at least, perhaps, cycle the route and see for yourself? I will happily come with you but I know you do not like cycling with me.

Boris Johnson (Mayor of London): I do like cycling with you, Jenny. That is such nonsense. The last time we all went cycling together, you took us on the wrong route. You claimed to know the way to Elephant and Castle and we got hopelessly lost and then it all turned out to be some complicated left-wing ambush.

Darren Johnson (Chair): We have debated you and Jenny's cycle ride so many times. I would actually like you to get on with the substantive question.

Boris Johnson (Mayor of London): It is a serious point. I will thank you, Jenny, for your support of cycling in London. You have campaigned on it for many years and you are right about Cycle Superhighways. I do think they are a big net benefit to the system. They are there to stay. We are going to keep improving them. We are going to keep running them out. Yes, obviously, there are things we can learn. There are ways we can do things better.

I am conscious, by the way, of the particular controversy that you are raising this morning. I know this discussion. It is active. It is live now in TfL. I cannot give you any guarantees about any particular solution that we are going to adopt there, but we will do our level best to make it as safe as we possibly can. I just want to tell you that --

Jenny Jones (AM): No, do not please go into all these stats.

Boris Johnson (Mayor of London): It is important because I think Londoners reading the headlines --

Jenny Jones (AM): No, Mr Mayor, that is not fair on our time. We have limited time.

Boris Johnson (Mayor of London): I do not think it is really fair to Londoners not to be told what is actually happening.

Jenny Jones (AM): I realise your time is incredibly in demand, but I would ask that you look at this for yourself and see for yourself. The problem is --

Boris Johnson (Mayor of London): I have cycled the route, obviously, but I will give you my personal undertaking, Jenny, that I will assess the whys and wherefores of this particular argument myself as a cyclist and see what I think myself.

Jenny Jones (AM): Thank you.

Boris Johnson (Mayor of London): I hope, if you listen carefully to what I am saying, that it does not give any particular undertaking about the solution.

Jenny Jones (AM): No, that is fine.

Darren Johnson (Chair): Thank you. Could you circulate the statistics that you were going to read out around the Members?

Boris Johnson (Mayor of London): Yes. I just think it might be to the advantage of Londoners to know. I think people will start to feel that the statistics are being suppressed.

Jenny Jones (AM): Mr Mayor, this is my time.

Boris Johnson (Mayor of London): I think they will get a feeling that I am being gagged. The simple fact is that cycling is getting safer. If you look at the last ten years, there has been a massive increase in cycling numbers, whereas the numbers of deaths and injuries per mile travelled have actually gone down. It is important to bear that in mind. For the numbers of deaths, one is too many, but they have remained broadly the same if not actually slightly declining over the last ten years --

Darren Johnson (Chair): Thank you. We will have those statistics circulated around the Members.

Boris Johnson (Mayor of London): -- whereas the number of cycle trips on our roads has multiplied many, many times over. I think it is very important --

Darren Johnson (Chair): Thank you. Assembly Member Jones, have you any further questions?

Jenny Jones (AM): I do. Thank you. Thank you for that undertaking on Cycle Superhighway 5. There are two other places that I am particularly concerned about. One is the Cobden Junction, which is up near Mornington Crescent, and the other is Tottenham Hale, where there is the removal of the one-way system. These are both actually very busy places. A lot of cyclists use them and there are times in the morning traffic when there are more cyclists than almost any other form of transport.

Boris Johnson (Mayor of London): Tottenham Hale at the gyratory?

Jenny Jones (AM): Yes, Tottenham Hale, but the cycle lane has been removed on the High Road. That is the problem there. If I send you a note on these, would you please look at them?

Boris Johnson (Mayor of London): Yes, I will certainly look at them. On the whole, I am in favour. As far as I can remember, we are taking out the gyratory at Tottenham Hale.

Jenny Jones (AM): Yes, but then the cycle lane is coming out as well, which I am very worried about.

Boris Johnson (Mayor of London): Speaking as a cyclist, it will be a good thing, in my view.

Jenny Jones (AM): You are not a normal cyclist. You are not and you know you are not. You have a weird view about how these dangerous junctions are actually quite good for energy levels and adrenaline and that sort of thing. You love them. Most cyclists do not. They are frightened of these junctions. You have to look at it. You should go out with an eight-year-old child or with Val Shawcross [AM] on a bike - sorry, Val is not here - and see if they are happy at these junctions.

Boris Johnson (Mayor of London): I understand that point. Do not think I do not understand that point. I want everybody in London to feel happy and safe on a bike and I particularly want people who are not currently cycling or who did briefly take it up and then suddenly got alarmed to feel safe enough to do it. You are completely right about that.

I just want to give you the statistics in case you misunderstood me. There were 109 million cycle trips and --

Jenny Jones (AM): I am so sorry. My time has run out.

Darren Johnson (Chair): You are going to circulate those statistics to Members and I am sure you will have plenty of opportunities to publicise them.

Boris Johnson (Mayor of London): By 2011 the number of cycle trips had risen to 182 million - I just want to put that on the record - whereas the number of fatalities, as I say, has remained broadly static. In fact, although the numbers are small and it is hard to make comparisons, it looks as though they are coming down slightly.

Darren Johnson (Chair): Thank you. Any other questions on the Mayor's update? No.

London Assembly (Mayor's Question Time) – 23 October 2013
Transcript of Agenda Item 4 – Questions to the Mayor

Darren Johnson (Chair): I will now hand the chair over to the Deputy Chair for the next question.

Roger Evans (Deputy Chairman): Yes, thank you.

3389/2013 - Homes for Londoners or investors

[Darren Johnson](#)

Is your Housing Strategy providing the types of homes most needed by Londoners?

Boris Johnson (Mayor of London): Yes, Darren, thank you very much. The answer is that I do think our Housing Strategy does provide the homes that Londoners need. We have done 67,000 affordable homes so far. We are well on course to deliver 100,000 over the two Mayoral terms.

However, it is not a question so much of the type as of the quality. We must deliver more homes all told and that is the biggest and best solution to a lot of the controversies and the discontents around housing at the moment.

Darren Johnson (Chair): Looking at the implementation of your housing policies through some of your planning decisions, for example, you signed off on a 37-storey tower block called One The Elephant last November. There are 284 flats there. There is no affordable housing whatsoever in those 284 units. In fact, the developers said they would not get as much money for the flats if the buyers had to mix with Londoners living in affordable housing. Is this acceptable?

Boris Johnson (Mayor of London): I do not think that that is exactly what the developers said, but what they have undertaken to do and what they are doing is building affordable homes offsite and that is, as you know, a regular solution to the problem of building affordable homes in London. It is not the one that we necessarily always encourage. In fact, in general, I like to see a mixture. I like to see mixed communities. I like to see affordable homes onsite as far as possible.

Certainly, what I do not like to see is developers saying, "We will give the council this dosh for the affordable. You have that", and then actually what happens is that the councils concerned do not use it to build affordable homes. We are fighting that practice tooth and nail.

Darren Johnson (Chair): Is this approach really acceptable? You said you do not really like it --

Boris Johnson (Mayor of London): I did, yes.

Darren Johnson (Chair): -- and that you want to see mixed developments. You have the overall planning policy-making powers through your London Plan and through your Housing Strategy. You have the planning decision-making powers on these large developments. Are you not going to clamp down on this sort of abuse of the planning process?

Boris Johnson (Mayor of London): Let us be clear. What we are doing is allowing developments to go ahead that would otherwise have been stalled. It is remarkable given the crunch we had, the freeze in credit, the difficulties the banks went through and the huge deficit the country experienced that we were able to deliver a record number of affordable homes.

However, you cannot get these developers to move unless they have the funds coming in and that very often means having market housing leading the project. You must have market housing leading the project and that is, I am afraid, a fact of life. That is the way to get more homes built.

The answer is, in my view, to put our land in, as we have done. More than £1 billion worth of public land has been made available. I think possibly more than £2 billion now, actually, has been made available for development since May last year. Make the public land available. Get the developers to accelerate. Give them a 'use-it-or-lose-it' threat. Tell them they have to get on with it.

You are starting to see much more building going on in London now. The reason it has not been going on, quite frankly, is because of the credit crunch, a huge amount of market apprehension and people's difficulty in getting mortgages. I want housing of all kinds. I want housing for social rent. I want affordable rent. I want stuff for market rent and I want part-buy, part-rent as well.

Darren Johnson (Chair): You say you want housing of all kinds, but so often we are seeing more and more luxury developments and not enough affordable housing. This attitude from developers that the affordable housing should be either tucked away somewhere with a separate entrance, separate lifts and so on or offsite somewhere else is like something out of the Edwardian era, out of Downton Abbey or something like that where the poor servants have one entrance and the wealthy have another entrance.

Boris Johnson (Mayor of London): If I may, that was a practice, by the way, that was started ruthlessly under the Labour Government. They all sat there like puddings while it began, absolutely, the idea that you would have separation. That is absolutely the case.

Darren Johnson (Chair): I have complained about all of those things --

Boris Johnson (Mayor of London): Because of the service charges and the way things work on some of these developments, I am afraid that is inevitable, but what you are at least getting is more affordable homes and you are getting more homes full stop. If you did not get that investment, if you did not have the developers' confidence that they could go ahead with these

developments, then we would be in an even bigger crisis than we are now. I fully accept that the number one issue facing our city is a shortage of housing, but if you impose extra requirements on developments, if you say that they all have to be 100% affordable and if you make their plans uneconomic, you will simply fail to deliver the housing that you want.

Darren Johnson (Chair): Are you going to do anything at all to clamp down on developers with these unacceptable types of housing projects? Are you going to do anything at all?

Boris Johnson (Mayor of London): No. It depends what you mean. I regularly kick out schemes that do not have enough affordable homes. If that is what you mean, then the answer is yes.

Darren Johnson (Chair): Are you going to use your planning powers to insist on genuinely mixed developments?

Boris Johnson (Mayor of London): I always insist on genuinely mixed investments.

Darren Johnson (Chair): One The Elephant was an example of that, was it?

Boris Johnson (Mayor of London): Where that is not possible, we have offsite affordable homes. You cannot allow the best to be the enemy of the good. Under the programmes that we have been following, we have actually built more affordable homes and the vast majority of them are in mixed communities and that is the way to go.

Darren Johnson (Chair): Thank you.

Roger Evans (Deputy Chairman): Thank you, Chair. I hand the chair back.

Darren Johnson (Chair): Thank you, Deputy Chair. We now move on to the second question, unless there are any supplementary questions?

Roger Evans (Deputy Chairman): I do not see any.

Darren Johnson (Chair): No. We then move on to the second question on the order paper today.

3456/2013 - Part-time Travelcard

[Caroline Pidgeon](#)

When will London's part-time workforce benefit from part-time Travelcards?

Boris Johnson (Mayor of London): Yes. Thank you very much, Caroline, and welcome back and congratulations.

This is an interesting idea and I have been receptive to it in the past. I think the difficulty is that I do not want to overcomplicate the ticketing arrangements in London. My feeling is that when

people come to buy their ticket, what they really want to know is that there is simplicity and that they are not going to be foolish or ripped off by getting the wrong one. We want to work to a situation in which the one-day caps are frozen so that in the end they come down in line with the same sort of discount that you would get for a period season ticket and therefore the need for a part-time Travelcard eventually evaporates.

It is, I think, the best way forward just to work on the one-day cap, so people have the confidence that when they use their bankcard - as they will very much in the future - and they go for a one-day cap, it will basically be giving them the same kind of discount or the same kind of advantage as a Travelcard or a season ticket.

Caroline Pidgeon MBE (AM): OK, but this feels a very long way off, what you are talking about, yet you have been receptive to this idea I have put to you before. There are around 900,000 people working part-time in and around London and, if you look at London and the south east, over 2 million people are now working part-time. It is the highest number since records began on this. In your own jobs plan, you want to increase the number of part-time workers. The existing Travelcards really only help if you work five days a week.

Would you accept that really, if you do not do something soon, you are failing the huge number of part-time workers and in fact you are in effect discriminating against huge numbers of Londoners?

Boris Johnson (Mayor of London): I understand that objection and I understand the point that you make. We certainly hugely value them. Obviously, London massively depends on the work of part-time workers and everything they add. The difficulty is, I think, in over-complicating the system when we are moving towards a much simpler regime where you will maintain the freeze on the one-day travel caps and thereby drive down the amount you pay over a week or over a month anyway.

Caroline Pidgeon MBE (AM): The Government has recently announced a whole range of ticketing proposals including part-time season tickets and the Government has said, "For a number of commuters using the railway 9.00am to 5.00pm, Monday to Friday, is no longer the reality." We know that when you talk to people across London. "We believe the railway should provide a better offer for commuters travelling fewer than five days a week." Do you agree with the Government on this?

Boris Johnson (Mayor of London): I certainly think that what the Government had to say about trying to keep the price of rail fares down was a good idea, as you know. I think that what they should do - and I have said this before - is that they should have tax deductions for season tickets and that would be the way to help people of all kinds who need to commute into our city not just from London but from further afield and who use the heavy rail and who are paying huge sums of money. It would be a massive help to people who are facing very high costs of transport. I think that is the most effective thing that we could do.

Caroline Pidgeon MBE (AM): That will not really help an awful lot of part-time workers, who may not even be paying that much income tax. Pay-as-you-go, which you talked about earlier,

is not actually that much help. Whilst you are saying you might freeze the daily cap going forward, it is over £15 a day for a one-day Travelcard. Should part-time workers really be getting a far greater discount on this?

When I raised this with you previously, in March you wrote to me and you did confirm that you had asked TfL to consider this issue and they have confirmed that the new Oyster software system provides an opportunity to introduce a part-time Travelcard. It could be a cap for using your card for three days, so it is not a complicated addition to the system.

What I am really worried about is London should be leading the way on this. Your administration should be leading the way on this. Ultimately, the Government is seen to be leading the way on this issue and you are going to be lagging behind the Government on this.

Boris Johnson (Mayor of London): No, on the contrary, London is leading the way. London is miles ahead, as usual.

Caroline Pidgeon MBE (AM): Will you look at bringing in a three-day cap on Oyster to help part-time workers who are really hard-pressed?

Boris Johnson (Mayor of London): I have given you what I think is a pretty cogent explanation of why I think that would not work. What we need to do is to get on with implementing the new technology for the contactless payment system - you will be able to use your bankcard, basically, to travel everywhere - and to make sure that the cap on one-day travel continues to be frozen. That will help to bring fares down for part-time travellers as well.

Caroline Pidgeon MBE (AM): Freezing the one-day cap is welcome and I am sure that is great, but that is not going to help part-time workers now. Will you look not at a complicated system but at having a three-day cap on Oyster as the technology allows to help part-time workers in London?

Boris Johnson (Mayor of London): My worry is - and I must be clear with you, Caroline - that this will overcomplicate the system and we need to --

Caroline Pidgeon MBE (AM): It does not sound complicated to me. Will you look at it, yes or no?

Boris Johnson (Mayor of London): No.

Caroline Pidgeon MBE (AM): Many Londoners who have got in touch with me today and over recent weeks and months will be very disappointed.

Boris Johnson (Mayor of London): If you want a straight answer, I am giving you the answer. I am not going to fool around and pretend to you that I am going to go off and ask TfL to look at this again. They have looked it. They have concluded that it is not a sensible way forward. We are using contactless payment systems to produce an identical effect in what we think is a better and more progressive way. We do not want to have people bamboozled by an

endless series of different fare packages. One of the most important things for travellers in London is that they should feel secure that they are getting the best deal when they swipe on and that is the way forward.

Caroline Pidgeon MBE (AM): Part-time workers really still will lose out under your system. Thank you very much, Mr Mayor.

Boris Johnson (Mayor of London): No, they will not. They will be much better off, as indeed will everybody else.

Andrew Boff (AM): I remind you, Mr Mayor, that some months ago the GLA Conservatives produced a report called *Home Works* - authored by the Deputy Chair, who is too modest to admit it - which recommended exactly that we should have a part-time Travelcard. We have even trialled it in there whereby you could refund on a main Travelcard and you could have a system of refunds.

Boris Johnson (Mayor of London): So it is a coalition policy? The Liberal Democrats and the Conservatives are united?

Andrew Boff (AM): We proposed it and other parties have followed our lead, which is fine.

Boris Johnson (Mayor of London): Whose policy is it? Is it Liberal Democrat or Conservative?

Andrew Boff (AM): We are very much in favour of a part-time card and I think possibly you have been listening a bit too much to your advisers at TfL.

Boris Johnson (Mayor of London): Fair enough. Alright. Whose fares would you have me put up to pay for this?

Andrew Boff (AM): I would anticipate that the flexibility would be --

Boris Johnson (Mayor of London): Who?

Darren Johnson (Chair): We are going to let Andrew put the questions to you. That is the way it works.

Boris Johnson (Mayor of London): All right. I cannot remember what his report said about who is going to pay for this.

Darren Johnson (Chair): If you listen to him, he might tell you.

Boris Johnson (Mayor of London): OK. He is going to tell me. Who is it?

Andrew Boff (AM): That is why I have asked you, Mr Mayor, to read it again. I just say that the feasibility of a Travelcard might increase the number of people who want to take it up and therefore there may not be any financial downside to introducing that kind of flexibility.

Boris Johnson (Mayor of London): I have heard that one before.

Andrew Boff (AM): It is something which we, rarely, disagree on but I ask you to read that report once again.

Boris Johnson (Mayor of London): It is tragic that I should be at variance with what is evidently a coalition policy. I do not know whether it was the Conservatives or the Liberal Democrats. Since the Conservatives are much more imaginative, I imagine it was your policy to begin with, Andrew, and I congratulate you on your intellectual fertility in coming up with it, but this is not a policy that I think makes sense. Unfortunately, there is no free money. It is all swings and roundabouts. If you do something like this, you take a sizeable chunk of money out of the fares box. You have to find it somewhere else. You either put up fares overall or you find some other group, Freedom Pass-holders or whoever. The money has to come from somewhere.

Andrew Boff (AM): I understand that. Our job is to carry on persuading you.

Boris Johnson (Mayor of London): I think that the approach that we are adopting is sensible, is progressive, is simple and involves using new technology to give people confidence about the fares that they are paying.

Andrew Boff (AM): Thank you.

Darren Johnson (Chair): Thank you. We will then move on to the next question on the order paper.

3583/2013 - Housing strategy

[Tom Copley](#)

Why are you planning to publish another draft Housing Strategy for consultation, nearly two years after launching a consultation on a Strategy that you have never published?

Boris Johnson (Mayor of London): Tom, thank you very much. Actually, I feel a bit surprised that you should ask this, really, because I think there is every possible reason to want to renew our Housing Strategy in view of what has happened just since 2010 where, apart from anything else, we have had a census showing that London's population has gone up by about 600,000 since I have been Mayor - or something like that - since 2008.

We have had the successful devolution to us, to London, of the housing regeneration powers of the Homes and Communities Agency (HCA), the London Development Agency (LDA), the Thames Gateway Development Corporation and so on. We have had Tony Travers' [Chair, London Finance Commission] stuff about how to finance London and how to devolve funding

to local government. A lot has changed. I think the need to provide huge numbers of affordable housing, as we have discussed already with Darren, is top of our agenda across the board and I think it is perfectly reasonable to have a new Strategy.

Tom Copley (Deputy Chair): Yes, absolutely, Mr Mayor, but the point of the question was that you were consulting on a new draft Strategy. You launched a consultation, I believe, in 2011. We have then been waiting and we have been getting delay after delay from your office. Whenever we have asked when that final Strategy is going to be published, you have always pushed the time back. Why now, having had that previous consultation on a draft Strategy, have you seemed to have ditched that in favour of consulting on a new one?

Boris Johnson (Mayor of London): I have just given you the answer. It is because there is an imperative to deal with a very severe housing crisis which is driven by a demographic phenomenon, the scale of which London has not seen for certainly the last century.

Tom Copley (Deputy Chair): Yes, but why have we had to wait this long when you were already consulting on a new draft Strategy in 2011? I have the timescale here. In 2010 you published your first Housing Strategy. In December 2011 you published a draft revised Housing Strategy for consultation. That consultation ended in March last year. Now, nearly two years after the launch of this consultation, you have still not published the final Strategy. Why now are you consulting on a new one?

Boris Johnson (Mayor of London): I profess myself completely baffled by the question. We are getting on with a new draft Strategy that is designed to fit the circumstances of London today and that is what you would expect.

Tom Copley (Deputy Chair): Yes, but why has it taken this long? The previous Strategy you launched in 2010. You then consulted on a new draft Strategy and you did not publish a final draft Strategy. You kept pushing it back. Now you turn around you tell us you have ditched that one and you are launching a new one. Why have we had this dither from you on this very important issue which you yourself say is the most important issue facing London?

Boris Johnson (Mayor of London): I have done my best to try to elucidate you and everybody else about what our thinking is. It is that the --

Tom Copley (Deputy Chair): There does not appear to be any thinking and there certainly does not appear to be any strategy.

Boris Johnson (Mayor of London): Again, this is an administration that has delivered a record number of affordable homes and has put about £2 billion worth of public land forward for development and is continuing to do everything we can to tackle the housing crisis in London. It is appropriate. When you have changes in the conditions on the ground, the demand and the legal basis on which we can act - and that has been a very important change since 2010 - it is entirely appropriate to refresh the Strategy. What would you expect me to do? Keep going with the old one? If I kept going with the old one, you would be the first to say,

“Why are you not having a new one?” Your eyeballs would be popping out and you would be saying --

Tom Copley (Deputy Chair): Yes, but hang on, Mr Mayor. You or presumably someone in your team thought it was important that the Strategy was refreshed back in 2011 and yet we have been waiting since then for you to actually publish a new Strategy. Now apparently that has been torn up and you are consulting on a new one. It looks like we are going to have to wait until May next year before we get a new Housing Strategy published. That would be four years after your previous Housing Strategy.

Boris Johnson (Mayor of London): As you know, London government strategies are very important documents. They need a lot of work, a lot of collaboration, a lot of consultation. It is only reasonable when the grounds and the demand changes so dramatically as it has over the last few years, thanks very much to the economic success and the desirability of London and the legal basis on which the GLA can operate. It is only reasonable to look again at the Strategy. It is common sense. I am surprised at your question.

Tom Copley (Deputy Chair): I am surprised at your answer. I will leave it there.

Stephen Knight (AM): Mr Mayor, on Friday I launched with Vince Cable [Secretary of State for Business, Innovation and Skills] the Liberal Democrat Group’s contribution to the debate on London’s housing crisis. I sent you a copy of it. We are proposing essentially that the number of affordable houses in London should be upped from the current programme you referred to earlier, about 100,000 over your term, to nearer 400,000 through a big increase in public investment and a big use of public sector land for affordable housing. Mr Mayor, will you commit to reading and considering our proposals as part of your Housing Strategy?

Boris Johnson (Mayor of London): I will certainly commit to considering your proposals.

Stephen Knight (AM): Thank you.

Boris Johnson (Mayor of London): Whether I commit to reading your document in its entirety --

Stephen Knight (AM): It is a very good read and I have sent you a copy.

Boris Johnson (Mayor of London): Yes, I am sure it is written with your usual blistering style.

Nicky Gavron (AM): You talked about a severe housing crisis, Mayor, and I want to suggest a couple of things that could be in your Housing Strategy when it does eventually come out.

We know - and you and I have discussed this - that we have 210,000 homes with planning permission which are not being built. We know that. In May, you told me that you thought land banking - and many of them are being banked to drive up value - is pernicious. Your word was ‘pernicious’. You have just talked about something that you talked about in your Vision,

which is introducing a 'use-it-or-lose-it' planning permission. You have also talked at Mayor's Question Time (MQT) with me about compulsory purchase order (CPO) powers and that they could be introduced, you said, in a way which respected property rights. I quote here. This was in May. You said,

"I am all in favour of using the CPO powers, but we are not living in a Stalinist system and I cannot take land willy-nilly off people. This is not Zimbabwe or whatever. But where there are clear cases of land banking, it would be massively to the advantage of this city and those things need to happen and they need to happen fast."

That was in May, but last month you said in an article in *The Telegraph*,

"You won't get developers risking their cash to build if they are told they are vulnerable to Mugabe-style expropriations."

Has your policy changed?

Boris Johnson (Mayor of London): No, I am in favour and I certainly think we should be able to have a 'use-it-or-lose-it' clause and developers should be under no illusions that they should not just sit on their land and wait for prices to go up. That is a thoroughly appropriate way to work. What I am not in favour of doing is confiscating their property in a draconian, arbitrary and 'Mugabe-esque' way.

I think there is a distinction between the two. I am not entirely sure what the policy of the Labour Party is now on that, but it seemed to me that they were shifting in the direction of being not so much military towards the developers as confiscatory. There is a law of private property in this country. We do have a doctrine of property in this country and it is important that if people hold title to possession in law, they should not be unfairly deprived of them. On the other hand, if they are simply sitting on property for a very long time, then there should be in my view some powers by the state or by the city authorities to get them going. That is the distinction I was trying to draw.

Nicky Gavron (AM): That is good to hear, but I will tell you what I think changed. I think that the Conservative press, which got under your skin and trashed Ed Miliband [Labour Party Leader] for espousing exactly the same policies that you had brought forward. You pandered to that.

Boris Johnson (Mayor of London): No. It is often the case that I come up with a policy and Labour follows it.

Nicky Gavron (AM): They called him Stalinist and they called the system Stalinist and you pandered to that. What you are doing is playing politics when there is a severe housing crisis. It is sheer hypocrisy and it is very --

Boris Johnson (Mayor of London): Nonsense. If there is a particular case of egregious land banking that you wish to draw to my attention and where you think we could make progress by

some sort of CPO powers or some 'use-it-or-lose-it' approach, then I would be more than happy to take that up. What I am not in favour of is a wholesale confiscation of private --

Nicky Gavron (AM): But nobody is talking about that.

Boris Johnson (Mayor of London): It is very alarming sometimes to read some of these things from the Labour Party because we do not know to what extent the doctrines of Marx are still there. "All property is theft", said Karl Marx.

Nicky Gavron (AM): You are just playing party politics. Can I move on to another issue?

Boris Johnson (Mayor of London): That is not a view I hold. I worry that at the top of the Labour Party there are people who think that all property is theft and it should all be held in common.

Nicky Gavron (AM): Yes, I wanted to move on to the other issue that I wanted you to raise in your Housing Strategy. This is about keyworkers. Let us look at that because it is an area that I think really ought to be in your next Housing Strategy.

You have a situation where there are many teachers, nurses and fire-fighters and they need dedicated key worker housing. Do you think there is enough of that and do you think it is affordable?

Boris Johnson (Mayor of London): No, I think there is not enough affordable housing.

Nicky Gavron (AM): For key workers? Teachers? Nurses?

Boris Johnson (Mayor of London): It depends what you mean. Of course for key workers, for all people who are integral to the running of the London economy, that is what we are trying to do, Nicky. We are trying to build 40,000 homes a year. I rather agree with what I think Stephen [Knight] was saying just now. The scale and the pace of what we need to do I do not think is being understood at the moment by policymakers in Whitehall. We need to build tens of thousands more homes a year than we have ever built before. That will be massively to the benefit of the whole UK economy, by the way, because it will deliver a surge of economic activity in the Midlands where they make windowsills and bricks and heaven knows what and plumbing. It will drive the whole of the UK and we should get on with it.

Nicky Gavron (AM): Sure. I am not disagreeing with you. What I am trying to get to is that there is a special case with key workers.

I want to raise an example for you. I have just been in correspondence with a nurse, a key worker tenant in central London, and she was referred or nominated by a health trust in her locality. Because of the recent affordable housing reforms, which you are backing, of up to 80% of market rent - her rent is paid annually at up to 80% of market rent and she has lived there 18 months - it has gone up now 15% in order to match the market rate of 80%. Her rent now costs her £1,100 a month for a small --

Boris Johnson (Mayor of London): That is basically the market rent.

Nicky Gavron (AM): No, it is 80%. It is a small, one-bed property --

Boris Johnson (Mayor of London): In?

Nicky Gavron (AM): It is in Westminster, but in fact it would be the same in many areas. This housing association which owns it is one of the best mission-driven ones. Do you think a rent of £1,100 is affordable for a senior nurse?

Boris Johnson (Mayor of London): Of course, I understand the problem. If you look at the affordable rent model, it is not meant to be 80% of the market rent everywhere. On the contrary, it is meant to be on average 65% of the market rent and in many cases it will be much lower than 65% and it will be approaching target rent levels or approaching social rent levels. Obviously, this is a particularly hard case and there will be tough cases like that. It is not always going to be possible for everybody to live exactly where they want in exactly the affordable home that they want. I am afraid that is a sad reality of life. The answer is to build more homes, to build more affordable homes and to build more homes for market rent as well.

Nicky Gavron (AM): Yes. In the London Plan, the 2008 one, there was dedicated key worker housing to which you could allocate and nominate. Your Strategies since then have been utterly silent on key worker housing. Do you not think, given the cost of living crisis, that a nurse should be able to live reasonably close to where she works --

Boris Johnson (Mayor of London): I do.

Nicky Gavron (AM): -- and that you should be reinstating key worker housing in your new draft Strategy?

Boris Johnson (Mayor of London): Obviously, I want everybody who contributes to the London economy -- and it is very difficult to define and distinguish between people who are more key or less key than others and I am afraid this is a very invidious comparison. Many people feel that they are key to the running of our economy. If you look at the way our city works, it is absolutely vital that we have large numbers of people living near their place of work across the city and that means building more homes and it means building mixed communities everywhere and that is what we are doing.

What I will not have and what we have fought against over the last five years is any kind of 'ghetto-isation' of London, any attempt to segregate, any attempt to push affordable out into different areas or to create different districts for different socioeconomic groups. That would be completely nuts. What you need to do is to continue with the way London has developed, almost uniquely, by the way, amongst European cities and it is one of the reasons why this is such a successful city. If you look at a big map of London, you have a wide range of socioeconomic groups living side-by-side. That is the way forward.

Andrew Dismore (AM): Thank you. Following on from that, do you think that estate regeneration is about providing penthouses for oligarchs?

Boris Johnson (Mayor of London): No, of course not.

Andrew Dismore (AM): It is very interesting you say that because you signed off the West Hendon regeneration scheme. I wrote to you about it. You said you had read my letter about it but you obviously have a short attention span.

Boris Johnson (Mayor of London): I could not hear what you said, old man. You have to speak up. You have to stop slurring your words.

Andrew Dismore (AM): Do you realise that when you signed it off, Councillor Tom Davey - your Conservative colleague who is Barnet Council's Conservative Cabinet Member for Housing - told the Barnet Planning Committee he was happy about these homes being bought up by Russian oligarchs and Gulf oil sheiks whilst at the same time there was no more additional affordable homes on this estate? When the council cut 238 affordable homes from Beaufort Park housing development, Councillor Davey said again,

"I would prefer the homes to be sold on the private market because you get people in who would be paying a higher price and would rely less on public services. My ideal Barnet household is one which pays council tax but does not use the services."

It seems to me, Mr Mayor, that you are in favour politically of this social engineering. It is the sort of thing that Dame Shirley Porter [former Leader, Westminster City Council] got up to in the 1980s in terms of deporting the homeless out of London and being mean and nasty to the homeless. That was her policy. This is doing nothing. The schemes that you have approved are doing nothing to stop the housing crisis in Barnet.

Boris Johnson (Mayor of London): Nonsense. What we are doing is enabling schemes to go ahead or otherwise not ahead. If you look at the Olympic Village, which we were talking about yesterday in the House of Lords --

Andrew Dismore (AM): I am talking about these schemes.

Boris Johnson (Mayor of London): -- if you would let me finish, that has 50% affordable homes on it. I am absolutely categorical in my insistence with developers that they must have onsite affordable housing wherever possible. As I said earlier to Darren [Johnson], you should come into our planning meetings and listen to me --

Andrew Dismore (AM): What are you doing about the cut in affordable housing at Beaufort Park? Why did you sign off a programme that provides additional homes for oligarchs and oil sheiks? That is their policy and that is your policy. You signed it off.

Boris Johnson (Mayor of London): Am I hearing some xenophobia from the Labour Party? Do they not like people from abroad? Is that right? Do I detect that they turn up their noses at international investment?

Andrew Dismore (AM): You signed it off. Stop obfuscating. You signed off a programme to build new flats and penthouses for oligarchs and oil sheiks.

Boris Johnson (Mayor of London): They do not like people from abroad. Is that what they are saying?

Darren Johnson (Chair): Can we let Assembly Member Dismore complete his question? Then you can answer it.

Andrew Dismore (AM): I do not think it is sensible to ask that one. Let me try another one on the Mayor.

Boris Johnson (Mayor of London): What was this question? Hang on. He says he is not completing his question. What was his question?

Andrew Dismore (AM): Do you support restrictions on increases in rents and service charges for shared ownership schemes?

Boris Johnson (Mayor of London): Sorry, you will have to say it again. I could not understand a word you said.

Andrew Dismore (AM): Wash your ears out.

Do you support restrictions on increases in rents and service charges in shared ownership schemes?

Boris Johnson (Mayor of London): I am certainly in favour of making sure that we have a system of rentals that does not allow landlords to jack up the rents unnecessarily and we have an accredited landlord scheme, but I do not believe that from here in City Hall we can dictate every detail of the tenancies or of shared ownership schemes. I do not see how that is going to work.

Andrew Dismore (AM): Back to Beaufort Park again, where you agreed to a reduction in these affordable homes. I was asked by a Beaufort Park resident, to ask you that question. In the last five years that she has lived there, her service charges have gone up by over 100% and her rent by 50% and her case is all too typical of the shared ownership schemes there and elsewhere in Barnet. She cannot afford these increases, which have pushed her into mortgage and council tax arrears to the extent that the council sent in bailiffs for her council tax and took possession of her watch. She has asked me to ask you that question. She says this.

Boris Johnson (Mayor of London): I will write back to her.

Andrew Dismore (AM): Let me tell you what she says before you interrupt. She says,

"I was sold a dream which has turned into a nightmare. I would never have committed to shared affordable housing, which has brought me to financial despair, because there is no control on these landlords jacking up the rents and service charges."

You do not want to do anything about it. What can you say to her? If you do not want to do anything about her service charges, you do not want to do anything about her rent level, how can you reassure her that you can help her?

Boris Johnson (Mayor of London): If you will stop getting all pop-eyed and ranting, if you will just calm down and stop ranting, what I will certainly do is look at her case. I will make sure that we analyse --

Andrew Dismore (AM): And all the others at Beaufort Park?

Boris Johnson (Mayor of London): -- very sincerely the problem that she faces. I will see if there is anything in my statutory powers that I can do. I am not remotely certain that there is anything, but I would just remind you and remind everybody that actually, so far, our part-buy part-rent schemes have helped about 50,000 people to have a share of their property which they would otherwise not have.

Andrew Dismore (AM): A lot are trapped in this way --

Darren Johnson (Chair): Let the Mayor continue.

Boris Johnson (Mayor of London): To answer your deranged initial attack on international investment and your xenophobic denigration of oligarchs and sheiks or whatever it happened to be, if that is really the view of the Labour Party, then heaven help us all.

Andrew Dismore (AM): That was your Conservative council colleague who said that. It is the view of the Conservative Party.

Boris Johnson (Mayor of London): What I will say is I do not think London should be reserved for such characters - welcome though they are - but their investment does help to drive the creation of property that would otherwise not exist. That is what we want to encourage. If you look at the situation at the moment, about 6% of London's sales are going to overseas investors and overseas buyers. The proportion actually is not higher now than it was in 1990, so there is a lot of mythologising and there is a lot of anxiety that I think is unnecessary. These investments are very valuable in getting stuff going and getting developments going in our city. I deprecate the kind of language that you used and I am surprised to hear it from a Labour Party that is supposed to be embracing a multicultural and multinational destiny for London.

Andrew Dismore (AM): I was quoting your Conservative colleague. It was your Conservative colleague's quote I gave.

Darren Johnson (Chair): Thank you. To all Members and the Mayor, if you constantly keep speaking over each other, it becomes totally incomprehensible for anyone watching here or outside, let alone for the poor person who is given the job of trying to produce a transcript of this meeting, so let us not speak over each other.

Tony Arbour (AM): If you choose to waste your time, Mr Mayor, in reading the report which has been referred to by Assembly Member Knight, will you take into account that it is a total work of fiction, particularly when you consider the deplorable performance of the rotten Borough of Kingston-upon-Thames, which over the past decade of Liberal-Democrat control has produced the second-lowest number of affordable houses in London?

Boris Johnson (Mayor of London): Yes. Tony, with your characteristic sagacity and the wisdom of many years of experience in hand-to-hand fighting with our so-called coalition partners, you have drawn attention once again to their hypocrisy and the fundamental vacuous-ness of their ideas. Well done.

Tony Arbour (AM): I am happy to do that, Mr Mayor.

Andrew Boff (AM): Should you, Mr Mayor, experience incredulity from the Labour Party as to your reticence to use CPO powers, could I ask you to divert them to the Colville Estate in Hackney where that Labour council is paying way under market price for leaseholders' properties, leaseholders who have been there for 30 years? Remember, Colville Estate is in Shoreditch, so the Labour council there can get some cash by building penthouses for the wealthy in Shoreditch. If the Labour Party again say, "Let us use the CPO", yes, they love using the CPO in the most Mugabe-esque fashion, as you have outlined, in London at the moment in the Colville Estate.

Boris Johnson (Mayor of London): Are you saying they practice one thing and preach another? Are you saying they are a bunch of hypocrites?

Andrew Boff (AM): Far be it from me to make such an accusation, Mr Mayor.

Boris Johnson (Mayor of London): I am disappointed but not surprised in what you say about the Labour Party.

Darren Johnson (Chair): Thank you. On that note, we will move on to the next question on the order paper.

3563/2013 - Crossrail 2 - tunnelling expertise

[Richard Tracey](#)

Does the Mayor share the fears of Andrew Wolstenholme, the Chief Executive of Crossrail, that a failure to commit to a major new tunnelling project such as Crossrail 2 will lead to Britain losing 3,500 highly skilled tunnelling specialists to projects outside the United Kingdom?

Boris Johnson (Mayor of London): Dick, thank you very much. You are characteristically on the ball. This is a big issue. Andrew Wolstenholme is absolutely right. In an ideal world, you would simply turn the tunnel-boring machines around and send them down Crossrail 2 as soon as they had finished Crossrail 1. Actually, that is probably technically inadvisable. Those machines will probably have worn out.

What you are building up is a massive bank of skills in this city. Yes, I think ultimately they will be involved in Crossrail 2, but before that comes up there are plenty of other things for them to get their teeth into: High Speed 2, the Thames Tideway Tunnel. We are looking at the new generation of nuclear power stations, I see, quite rightly. Many of the skills actually are the same as are being acquired in the Tunnelling Academy we have and elsewhere.

Richard Tracey (AM): It is very worrying. I think there is a team of about 3,500 real experts in tunnelling that could easily be sent around the world or they could decide to go around the world because there are so many projects. There is a metro being built in Copenhagen at the moment and a whole lot of things, as you know, going on in the Far East, China and so on and indeed in the Middle East.

Is there yet any specific finalised plan for a route to Crossrail 2? How near are we to getting it?

Boris Johnson (Mayor of London): In the consultation, as you know, we have had a 95% approval level for the plans. I think the metro-style route that we are favouring is now pretty well known and I would advise you to get on the website and have a look at that.

Richard Tracey (AM): I know what the proposed route is, but I am rather concerned at just how much specific planning is happening and whether it is really going forward and indeed to what extent the Government is being included in this so that they can come to the necessary decisions?

Boris Johnson (Mayor of London): Sorry, what is being included?

Richard Tracey (AM): The planning that is being done by particularly TfL. I know London First came up with the original idea of the route, but what is happening currently in TfL specifically to come up with a final --

Boris Johnson (Mayor of London): As you will remember, what the Chancellor said in the budget was that he has awarded us some cash to get ahead with the development of the route and of the proposals. Obviously, we will now be working towards a Parliamentary process. This will need a Government bill. The ambition is to get Crossrail 2 in the ground by the mid-2020s. That will be a very tight timetable, but TfL is very confident that it can be done and it is something we have our foot firmly to the throttle on.

Richard Tracey (AM): As I understand it, Crossrail 1 tunnelling will be completed by 2015.

Boris Johnson (Mayor of London): The tunnelling, yes, but then the fit-out of the station boxes will take much longer.

Richard Tracey (AM): You mentioned the Thames Tideway Tunnel. There is of course, let me remind you, the Northern Line Extension (NLE) into Battersea and also the possibility of continuing that to Clapham Junction, which is one of the campaigns of Wandsworth Council. How soon are we going to see the prospect of some more work for these Crossrail tunnellers?

Boris Johnson (Mayor of London): On the NLE, we expect work to begin by 2015 and that is a pretty fast timetable and the first big Tube extension for a long time, so there will obviously be work there. As I say, the Thames Tideway Tunnel works will certainly begin by 2015. I will have to give you the exact timing of how far and how fast that will all go, but that will again be a colossal undertaking. I have said what I have said about nuclear power.

In an ideal world, as I say, we would be able to take the skills and take the machines and simply keep going with Crossrail 2 and that is what we are arguing for. If you look at what we are doing now with the 2020 Vision, we are creating - and we will have for your perusal by March, Dick - an infrastructure plan which will, I hope, be adopted by the city so that there will be a series of investments and improvements in London that will basically be politically agreed. As they do in France, where they just simply finish one thing and begin with the next, we will continue with the infrastructure improvements to London, so that you get on with the Silvertown Tunnel, the NLE, a series of new bridges east of Tower Bridge and so on. All these things are mapped out and delivered over an accepted timescale. In France, this is basically how they do it. Obviously there is some political cost because some schemes will be more controversial than others and it may be that priorities change and it may be that it introduces a certain amount of inflexibility in to the system, but it at least means that they have a body of skills, a body of workers who are able to go from one project to the next. That is basically what you are after and this is what we are going to achieve.

Richard Tracey (AM): Thank you. I hope you will keep pressing.

Darren Johnson (Chair): Thank you. We will then move on to the next question on the order paper, but can I firstly welcome Parkhill Junior School from Redbridge, who have just arrived? Welcome Parkhill.

Boris Johnson (Mayor of London): Hello, good morning.

3584/2013 - Conditions in the private rented sector

[Tom Copley](#)

Do you think conditions in London's private rented sector are getting better?

Boris Johnson (Mayor of London): Yes, Tom, the most important difficulty that people in the private rented sector face is shortage of accommodation and the cost of rents. We have had a long discussion already about the problem of the shortage of available housing. It is perfectly true to say that in the last year the rate of increase in rents has slightly slowed down. I think rents are now increasing by lower than inflation. It was up by less than 2% in the last year. It is

very important that we tackle the problem of the difficulties renters face simply by building more.

Tom Copley (AM): Obviously the supply of private rented accommodation and rents are very important and no one would disagree with that. However, there is also a huge issue with conditions for people who live in the private rented sector, particularly people living at the lower end of the private rented sector.

Boris Johnson (Mayor of London): Yes.

Tom Copley (AM): I want to give you some examples. I have asked people to send in stories of the problems they have had whilst renting in the private rented sector. Lisa, who is from Lewisham, said,

“The block of 38 flats, mostly studios, where I lived was sold at auction and we were all given two months’ notice to move by the developers. I’d been there for three years, but many had been there for ten or 20 years, a few longer. One elderly gentleman had lived there for 40 years. There weren’t many studio flats in the local area and when we all flooded the market I ended up having to move half-an-hour a way to find accommodation in time. Doubly frustrating as I was caring for my mother through her treatment for breast cancer, and from living five minutes away I suddenly lived 35 minutes away.

Is it acceptable that someone renting in the private sector can be given two months’ notice to leave their property?”

Boris Johnson (Mayor of London): Clearly, as I was saying, I think it was to Andrew, we have to make sure that we crack down on rogue landlords and people who treat --

Tom Copley (AM): Mr Mayor, this is not a rogue landlord, this is perfectly legal. Under the law it is perfectly legal for a landlord to evict someone at two months’ notice during their tenancy. Do you think that is acceptable, or would you like to see the law changed to get rid of no-fault eviction at two months’ notice?

Boris Johnson (Mayor of London): I understand the point that you are making and the hardship of the case that you describe. Clearly I will look into it. If you will be so kind as to send us the letter and the details I will give you the fullest possible answer that I can. Instinctively --

Tom Copley (AM): I most certainly will, but I mean --

Boris Johnson (Mayor of London): If you would just allow me to finish. Generally, the difficulty of introducing more restrictions and more restraints on private landlords, in their dealings with tenants is that you may discourage them from putting the properties on the market for rent. We need more homes for rent. If I may say, my general reservation about such moves is that they would restrict the quantity of supply, and supply is the critical thing.

Tom Copley (AM): I understand that, but are you not, therefore, effectively saying that you are willing to tolerate poor conditions in the private rented sector?

Boris Johnson (Mayor of London): No.

Tom Copley (AM): You must be, because if you are saying that you do not want to impose any more regulations on landlords, because it might discourage them from putting properties on the market, you are effectively saying you are willing to tolerate landlords getting away with these kinds of things; because it is not illegal, at the moment, although it might be considered not to be best practice in the interest of tenants.

Boris Johnson (Mayor of London): No, what we are doing is we are encouraging all London landlords, all major landlords, letting agent bodies, have signed up to the London Rental Standards to improve tenant's experience. We are having a great deal of success --

Tom Copley (AM): Could you tell us how many landlords have currently signed up?

Boris Johnson (Mayor of London): 13,000 so far.

Tom Copley (AM): Out of 300,000 landlords in London.

Boris Johnson (Mayor of London): We plan to get to 100,000 by 2016, and I --

Tom Copley (AM): You have increased the number of landlords signed up to this by 2,400 in the 17 months since the election. You said by 2016 you want 100,000 landlords signed up. At the current rate it would take over 51 years to sign up 100,000 landlords. Even then that would only represent one-third of the landlords operating in London.

Boris Johnson (Mayor of London): Can I just give you some figures, which I think may be of interest to you.

Tom Copley (AM): I am always sceptical when you offer to give me figures, Mr Mayor.

Boris Johnson (Mayor of London): These were done by the English Housing Survey, OK? I think what you are doing is campaigning now on the experiences of people in the private rented sector who have a tough time, and you are quite right to do so. It is interesting to note that across all tenancy types, people who are satisfied with their experience, those who are owner/occupiers are 93% satisfied, private renters are 82% satisfied, council tenants are 66% satisfied and Housing Association tenants 74% satisfied. I think it is an illusion to say that it is the private rented sector that is experiencing the worst of the deal at the moment.

Tom Copley (AM): I will give you a figure, Mr Mayor.

Boris Johnson (Mayor of London): If you look at whether they are satisfied with their tenure, there is a very interesting study. It shows owner/occupiers have roughly the same rate

of satisfaction. They are very happy to be owner/occupiers. Private renters overwhelmingly are unhappy, they are 48% satisfied. They would much rather have a share of the value of their property as well. The same point can be made about council tenants.

Tom Copley (AM): I will give you a statistic, Mr Mayor. The number of complaints --

Boris Johnson (Mayor of London): That says to me that we need to build many more homes. We need to build many more homes for part buy, part rent --

Tom Copley (AM): You are not saying anything that anyone could possibly disagree with, Mr Mayor.

Boris Johnson (Mayor of London): Of course not, because I am right.

Tom Copley (AM): I am asking specifically about conditions in the private rented sector and I will give you a statistic, which is that complaints against landlords have risen 47% since 2008, when of course you took up office as Mayor of London, therefore, I think there is a very serious problem and I speak as someone who lives in the private rented sector.

Boris Johnson (Mayor of London): I hope you have the best possible experience, and if you do not then you must write to me about it and I will do what I can to take up your cause.

Tom Copley (AM): I have learned not to waste my time on that, Mr Mayor.

Boris Johnson (Mayor of London): There you go.

Tom Copley (AM): I will leave it there, thank you.

Boris Johnson (Mayor of London): I will do my best to help you, Tom, even though you reject it.

Fiona Twycross (AM): I was pleased to hear that you are aware of the issue around rent levels in the private rented sector. It is clearly a very big issue. I just wanted to raise a point that during the first quarter of 2013 monthly rents in London were almost 12% higher than they were the year before in the private rented sector. In Wandsworth they went up by over 15%, in Southwark they went up over 12.5% and in Tower Hamlets they went up over 16.5% and these rises do not show any sign of slowing down and they are contributing to the overall cost of living crisis faced by many Londoners. Shelter [homelessness and housing charity] suggests that families are cutting back on food as a result of increased private rented sector rent. When do you think that private rented sector inflation will stabilise at a more affordable level?

Boris Johnson (Mayor of London): It is interesting you should ask that question, Fiona, because I just said, in answer to Tom, that the briefing I have tells me that across all levels in the last year, across all tenants in the last year, rents actually rose by 1.9%, which is less than inflation. I fully accept that will be scant consolation to many people who have experienced much higher rates of increase. Clearly the answer is to tackle that problem both by accrediting

landlords, which is what we are doing, trying to minimise the bad experiences that Tom's constituents have been having, but above all by building more homes. That is the answer. You will not build more homes if you turn your back on international investment or if you are over-prescriptive in your approach.

Fiona Twycross (AM): There is a real issue and clearly there is some dispute over the figures and, anecdotally, clearly rents are rising and I think that it would be useful to clarify that point.

Boris Johnson (Mayor of London): Frankly, Fiona, that is my impression too and I am surprised by these figures.

Fiona Twycross (AM): Yes. I am surprised by the figures. Actually, the recently published poverty profile for London shows that in the last ten years, while property for those living in social housing has fallen, property among private renters is up by 460,000, which is a very concerning trend and I would suggest that unless something is done about it the increase in poverty among private renters will just continue to rise.

I just wanted to raise with you that in June the majority of the Assembly's Housing Committee called for a pilot of rent stabilisation to be introduced.

Boris Johnson (Mayor of London): Yes.

Fiona Twycross (AM): Which would include measures that would limit rent increases for tenants within their contracts. Given how desperate the situation clearly now is, will you take up the Committee's recommendation and develop a plan for piloting rent stabilisation in the private rented sector?

Boris Johnson (Mayor of London): Do you mean rent controls?

Fiona Twycross (AM): It is not the same as rent controls. It would be stabilization through second-generation rent controls.

It is not the same as the previous system that was in place, so I think let us talk about it and see what --

Boris Johnson (Mayor of London): OK, Fiona, I will certainly look at it.

Fiona Twycross (AM): Because I think if the Government can allow you to put in place a pilot we can see whether it would work.

Boris Johnson (Mayor of London): I must give you my instinctive view, which is basically unchanged, which is all these ideas, they sound good on paper, they seem to offer hope and consolation to people who are facing big increases in rent. The difficulty is that they could lead, and almost certainly would lead to a reduction in supply, a deterioration in the market, and --

Fiona Twycross (AM): That is why we would be proposing a pilot, just to see whether that is true or not, but I think the situation is different now.

Boris Johnson (Mayor of London): It is difficult to see how you could get a pilot to work in a particular area without lots of unintended consequences.

Fiona Twycross (AM): I think it would be worth considering.

Darren Johnson (Chair): Thank you. Can we at this stage just welcome pupils from Sullivan Primary School in Fulham? Welcome to Mayor's Question Time.

Boris Johnson (Mayor of London): Good morning.

Andrew Boff (AM): Mr Mayor, the Housing Committee recently did a review on the privately rented sector, will you acquaint yourself with the number of witnesses who said that rent controls would increase or keep supply at the same level.

Boris Johnson (Mayor of London): I would be very happy to so.

Andrew Boff (AM): It is very quick.

Boris Johnson (Mayor of London): Were there any?

Andrew Boff (AM): There were none, no, Mr Mayor - none whatsoever. Bearing in mind that the problems in London are supply, anything that destroys that supply destroys housing in London. Thank you.

Boris Johnson (Mayor of London): I think that is entirely right. It is very difficult. There is no magic legislative fix with this. The only long-term answer is to build more houses.

Darren Johnson (Chair): Thank you.

3558/2013 - Body-worn cameras

[Roger Evans](#)

All those involved in foot and vehicle patrol at Staffordshire Police will have access to 530 body-worn cameras, which the force hopes will 'improve police integrity, accelerate cases through court, assist with rapid evidence gathering and offer greater protection for officers'. Will the MPS look into piloting this for all patrol officers in one borough?

Boris Johnson (Mayor of London): Body-worn cameras, yes is the answer, Roger. Let us do it. I am totally in favour of it. I can think of lots of occasions, notably recent ones, where the use of body-worn cameras would obviate any future confusion about what might or might not have taken place between individuals and the police and I think it is a thoroughly good idea.

Roger Evans (Deputy Chairman): I am very pleased to hear that positive response from you. Last year my colleague Mr James Cleverly asked you about this and you stated that the Metropolitan Police Service was working with current suppliers to capitalise on innovation and emerging technology to produce this sort of equipment. Can you give us an update on how that has gone since last year?

Boris Johnson (Mayor of London): Yes I can. It is being used in eight boroughs at the moment, this system. The one in Sutton is particularly large, and Lambeth. In my view we could go even further, but we are still at the piloting stage.

Roger Evans (Deputy Chairman): Right, and do you expect the use of body-worn cameras by patrol officers will actually reduce the number of incidents of force used by those officers and, indeed, the numbers of incidents where force or violence is used against them?

Boris Johnson (Mayor of London): Yes, I do. I think they will reduce all sorts of confusion and incivility generally. We are going into a world now where every time I get on the Tube, or whatever, people are instantly taking photos or recording what I say and that is fine, that is the way it is. It has a very sanitising effect, it means that you do not behave disgracefully, if you can possibly avoid it.

Sunlight is the best disinfectant and what it means is that public servants, such as the police have a record of how they are behaving, but also of course a record of how the public are behaving. I think it is the way it is all going to go. In the future we are all going to have little Google implants in our retinas anyway, recording everything that goes on. It is coming.

Roger Evans (Deputy Chairman): I am not sure I feel enthusiastic about broadening out the trial in the way that you suggest there, but in the policing trial can you make sure that you take a look at evidence to see if it is actually able to reduce the amount of time taken to bring prosecutions to court?

Boris Johnson (Mayor of London): Yes, all that sort of data we will make sure we make available, how it is working, the effect it is having. We will certainly do that.

Roger Evans (Deputy Chairman): Thank you.

2013/3585 - Help to Buy

[John Biggs](#)

Do you think the second phase of Help to Buy could increase housing supply by more than it increases housing demand in London?

Boris Johnson (Mayor of London): Yes. The general purpose of Help to Buy is to solve the problem that arose very acutely in 2008, when basically there was not enough confidence in the mortgage market. People did not feel able to take out loans and, therefore, the developers were not feeling confident enough to build. They were not sure that they would have a ready

supply of takers who could get the finance. It is an attempt to improve the financing chain and the evidence seems to be, John, that it is working. The first phase of Help to Buy does seem to be increasing supply and that is to be encouraged.

John Biggs (AM): The question is about the second phase. Of course the first phase has to increase supply because it is only for new-build properties. The second phase is for existing properties up to £600,000.

Boris Johnson (Mayor of London): Yes.

John Biggs (AM): Rather than it just being swivel-eyed Trotskyists, or whatever, who are opposed to this, the Governor of the Bank Of England, the Chief Executive of Lloyds TSB, the Research Director at the Adam Smith institute, the ratings agency Fitch, Centre For Economics and Business Research - I think even were you to wear a camera yourself you would identify that you probably said this as well - recognise that there is a risk of this simply causing a bubble in London's housing economy.

Boris Johnson (Mayor of London): All I can say reasonably to you, John, is it is too early to give any comment on how it is working. Insofar as it helps people to take out mortgages that they might otherwise not be able to do, it helps to get supply going, that would be a good thing. That is why I said to you I am for on this matter and I stick to it.

John Biggs (AM): I have a feeling, and I think we all know this -- I mean your mantra repeatedly is that we have to increase supply. You recognise that this policy will do nothing to significantly increase supply. There is a very high risk in London - unlike other parts of the country where it might be quite an effective policy - that it will simply ramp-up prices, make property more unaffordable and create a bubble. I think the fear that many commentators, not just people on the left, have is that it is going to create a classic Conservative, pre-election bubble; following the election interest rates will have to rise to correct that. It will simply punish people it is supposedly trying to help for cynical and political reasons.

Boris Johnson (Mayor of London): I think London property prices are plainly galloping away at an extraordinary rate. I do not, I have to say, believe that that is caused by Help to Buy. There are many factors but the number one factor is the colossal demand and the corresponding lack of supply.

John Biggs (AM): Lack of supply, yes.

Boris Johnson (Mayor of London): The answer is to build, as I think I have now said for the 58th time this morning, tens of thousands more homes than we have done in any year in the last 40 or 50 years.

John Biggs (AM): Help to Buy should have been confined to new-build properties.

Boris Johnson (Mayor of London): So far, the Help to Buy programme does seem to have triggered additional homes --

John Biggs (AM): That is just phase 1.

Boris Johnson (Mayor of London): -- which is relevant and important. It does seem to have resulted in about 9,200 more homes, we think, looking at the figures here.

John Biggs (AM): That is phase one, phase two is different.

Boris Johnson (Mayor of London): I understand what John is saying about the difference in phase one and phase two.

John Biggs (AM): He is giving a disingenuous answer, Chair, which is often the case.

Boris Johnson (Mayor of London): What I will say about the difference between phase one and phase two is that phase two is yet really to come into effect, the jury is out. Let us see what happens. OK? I will stress we are watching it. What we want is a solution that increases supply of housing in London.

John Biggs (AM): I think we recognise that this is essentially, for London, a risk of being a pre-election bung by George Osborne and that is the risk for us in London.

Boris Johnson (Mayor of London): I just want to be very clear about this. The huge inflation of house prices in London is a function of the massive desirability of our city internationally, partly, but overwhelmingly of the huge demand domestically to live in the capital.

If you look at what has happened to the population in the city you can even see why that is, sir. You cannot add more than 500,000 people to London as we have in the last five years, you cannot add the huge growth in the London working population, without having a corresponding spike in house prices. That is what is happening. We have to deal with that by expanding supply and that will be massively to the benefit of London and to the whole UK economy.

John Biggs (AM): Thank you, Chair.

3545/2013 - Third runway

[Tony Arbour](#)

In the light of his interview with The Times on 21 September, will you write to the Shadow Chancellor to make clear why you think he is wrong to favour a third runway at Heathrow Airport?

Boris Johnson (Mayor of London): Yes, Tony, well spotted. I thought you were right to point out what the Shadow Chancellor had said. I thought it was surprising and disappointing that he should be going back to a failed Labour policy that would deliver nothing but blight and misery for millions of Londoners. It is not politically do-able, it is not the right way forward and

it is not a sound economic or environmental step for our city to build a third runway in the western suburbs of London. It is very worrying to hear that this is now the policy of the Shadow Chancellor. In my view, the Government should oppose it might and main.

Tony Arbour (AM): In view of the fact that this Assembly, across all political groups, has been entirely united in opposition to the third runway, would it surprise you to know that at the last meeting of the Assembly, when I proposed a motion criticising Mr Balls [Shadow Chancellor] for his stance on this matter, the Liberal Democrats, aided and abetted by the Greens, no double because they were paying off their debt to the Labour Group on this Assembly, decided not to criticise Mr Balls for his stand on this matter.

Boris Johnson (Mayor of London): You are joking. Do you mean the Liberal Democrats are secret third runway recidivists and enthusiasts?

Tony Arbour (AM): They certainly are.

Boris Johnson (Mayor of London): They want to inflict misery on hundreds of thousands, if not millions, of Londoners? Is that their policy? Are they not taking any account of the fact that 750,000 people in London already have excess noise pollution, more than any other city in Europe by a factor of about 20? Is that what they are saying?

Tony Arbour (AM): The Liberal Democrats have always ignored the wishes of Londoners, Mr Mayor.

Boris Johnson (Mayor of London): Is that really their policy? They are looking more than usually shame faced. Unbelievable.

Richard Tracey (AM): Mr Mayor, you may have spotted today a couple of stories about Heathrow. One is that it seems that the major shareholder Ferrovial is perhaps reducing its share. The other thing is that Mr Willy Walsh, well-known Chief Executive of British Airways (BA) --

Boris Johnson (Mayor of London): Yes, a very good businessman.

Richard Tracey (AM): -- says that he is going to stay at Heathrow but there will not be a third runway.

Boris Johnson (Mayor of London): Willy is totally right. I think Willy Walsh is a very considerable businessman and does a great job. In an ideal world I suppose he would like to have four runways at Heathrow and have BA dominate that airport. What he is going to have, and I think he recognises it, is a situation in which it is no-lose basically for BA. They will stay at Heathrow, they will continue to dominate but I think he is right in saying that they will not get a third runway. Obviously the failure to have a new big hub airport is going to be, I think, in the long-term, very damaging for this country. The wrong solution is to put it at Heathrow, the wrong solution is to try to do it at Gatwick, because you then have a sort of crazy dual hub-type

solution. The right thing is to do one of the three options which TfL is canvassing. This argument is going to go on and on.

I will give you my confident prediction of what will happen. Whatever happens at the next election, the British establishment broadly defined, that is to say the Treasury, the Confederation of British Industry (CBI), all those sorts of people - John Biggs - they will make a last desperate attempt to get a third runway at Heathrow. There will be a huge spasm of effort to do that. It will not prove politically possible, it will fail again and then we will be back to square one. We will have wasted an unconscionable period of time and we will have to get on with preparing for the right answer. Meanwhile, across Europe, across Asia our competitors will have been getting on and doing the sensible thing. It is very sad to see the way this discussion is proceeding but Willy Walsh is, in his analysis, I am afraid completely right. There will be no third runway at Heathrow. It will not be politically deliverable, whatever Sir Howard Davies [Chairman, Airports Commission] says at the end of this year, whatever the Treasury may currently think. They may put in a second runway at Gatwick by 2019 or so, whenever they get permission to do it, but that will not be the long-term solution that London needs. We have to get on and prepare for the future.

Richard Tracey (AM): You just mentioned Sir Howard Davies, his Commission. A week or two ago he made a statement to a press conference, as I recollect. He seemed to be suggesting some possibility of better access to airports. I think many commentators thought that he was suggesting possibly an extra runway at Gatwick, maybe at Stansted, but I wonder where do you see your favoured option of the north Kent airport, which you have talked about so many times, in the light of what Howard Davies said?

Boris Johnson (Mayor of London): It is difficult for me to know what the Commission will propose exactly, but I think that they will have a number of options in the mix. One of them will probably be a third runway at Heathrow, which I think is pretty undeliverable. There will be the multi-polar solution where you have a second runway at Gatwick, you have two at Heathrow and maybe another one somewhere, conceivably. I do not think that that is a sensible solution.

The economies that are thriving at the moment are those which take the bull by the horns and build hub airports with the size to handle large numbers of long-haul flights and then a large number of short-haul flights as well. That is what happens at Frankfurt, at Amsterdam and Charles de Gaulle Airport and elsewhere. If you look at what is happening in the Gulf that is exactly what they are doing.

In my view, the good sites for that, since you were asking about the site to the east of London, I think that the Forster proposal is excellent, the Isle of Grain site is excellent. You could go for the island solution, that is a bit further out but it would offer fantastic possibility for growth. You could look at Stansted. Those I think are the three really viable long-term solutions. I think anybody who is interested in the future economic growth of this country to this city should look at the sites to the east of London and to look at, in particular the Isle of Grain. We have talked a lot already this morning about population growth and the need to build more housing. We need to find places for people to live. It is to the east that you have the big opportunities. The city is reorienting itself towards the east. That is how I think we should be thinking. I am afraid

the difficulty with Heathrow is in order to get there you have to fly right over the city and you cause massive problems in west London. You cannot expand Heathrow sufficiently in the long run to cope with the demands of the UK economy.

Richard Tracey (AM): We have got some new ministers in the Department for Transport (DfT), as a result of the last reshuffle. Are you talking to them along these lines?

Boris Johnson (Mayor of London): I have not had the chance to talk to Robert Goodwill [Parliamentary Under Secretary, DfT] yet, but I will be.

Richard Tracey (AM): Thank you.

Steve O'Connell (AM): Your plans around airport expansion are very much predicated on the hub principle, I believe, which I take some issue with. Cities like Istanbul, Moscow, Beijing, New York, operate on a multi-airport basis.

Boris Johnson (Mayor of London): Total nonsense.

Steve O'Connell (AM): Let me continue. An extra runway at Gatwick is not opposed by the local councils - in fact the local councils support it. Surely a more practical solution will be an expansion of Gatwick, Heathrow remaining as is and using Stansted as that triangle to work accordingly as it does in other cities, Mr Mayor.

Boris Johnson (Mayor of London): It is just not what they are doing. If you look at what is happening in Beijing, they are now building a nine-runway new airport and in Istanbul, which you also mentioned, they are building a six-runway new airport. We are falling further and further behind. We are losing business. It is an absolute tragedy that we cannot directly communicate now, from London, with these growth cities in China. Our business people have to fly out via Amsterdam, via Paris, via Frankfurt or sometimes via Helsinki. When it comes to Chinese decisions on where to locate their headquarters, where to bring their investment, I am afraid for human beings, time spent on aeroplanes is time not spent with their families, time not spent doing other jobs, doing things that they could be doing, and they will make adverse decisions about London and about our economic prospect if they cannot readily get here. I think we are being utterly foolish and short-termist in our current approach. I do not believe that the Gatwick dual-hub model works. I have seen no evidence that that will be successful in generating the extra flights and the extra destinations that we need. It will not create the big hub airport that the United Kingdom economy needs.

Steve O'Connell (AM): OK, well we may be able to have our cake and eat it and have something towards the east, but I would in principle support --

Boris Johnson (Mayor of London): I understand why from the Croydon perspective that would be an interesting solution. Maybe all such things can be done, but I do not see how you can continue trying to compete and have a globalised economy if we do not allow British business people to communicate directly, not just with China and destinations in Asia that are

growing so fast now, but with Latin America as well. This is a great trading nation and we are cutting ourselves off from sources of growth and jobs for generations to come.

Steve O'Connell (AM): I just think, Chair, that Gatwick is more practical because, as I said earlier, the plans were afoot, there is not the vocal opposition, the councils are supportive and so if it is to practicality I think we are more likely to see a Gatwick runway, although the visioning aspect we will leave on the table.

Boris Johnson (Mayor of London): I am interested by what you say, Steve, about the democratic position in Sussex and the support there is in Sussex for a new runway at Gatwick. As you know, there is a proposal to have a twin-hub with a fast link between Heathrow and Gatwick, sealed airside system so that you are shot between one airport and the other. You would have to build a high speed rail link around the M25. It would be very difficult, very expensive - at least as expensive as building a new airport - but it could conceivably be done. I am just not convinced that it will be the kind of offer that people want. People, when they come to a hub, they want to be able to transfer in less than 45 minutes. What worries me about the dual hub solution is it would not work, airlines would not use it and it would fail.

Darren Johnson (Chair): Thank you.

39277/2013 - Free schools

[Jennette Arnold](#)

Given your recent commitment to provide 12 sites for free schools, do you think it is right that community schools in London graded as good with outstanding features should be knocked down in order to build free schools?

Boris Johnson (Mayor of London): Yes. Jennette, I think your question is about --

Jennette Arnold OBE (AM): Are you saying yes?

Boris Johnson (Mayor of London): I said yes I am interested in your question, which I think is about free schools in Hammersmith and Fulham, is that right?

Jennette Arnold OBE (AM): I want to go to my supplementary, if you could just give me a yes or no answer.

Boris Johnson (Mayor of London): I am in favour of free schools and where they can be --

Jennette Arnold OBE (AM): No, the question is, would that mean that you would then be in support of a good school with satisfactory features being bulldozed to create a free school? Are you in favour --

Boris Johnson (Mayor of London): I do not want to see the unnecessary bulldozing of any good school, Jennette, obviously, but I think you are referring to... [reads from document in obfuscatory fashion]

Darren Johnson (Chair): Mayor, we cannot hear what you say, we cannot understand it. Slow down.

Boris Johnson (Mayor of London): It sounds good.

Jennette Arnold OBE (AM): Mr Mayor, can I say I am putting my question in on behalf of the pupils of Sullivan Primary School, who are here today, this morning?

Boris Johnson (Mayor of London): Yes.

Jennette Arnold OBE (AM): They are here petitioning you, because they want to save their school.

Boris Johnson (Mayor of London): This proposal will --

Jennette Arnold OBE (AM): Can I just finish? Because the plans that have been proposed, that is to bulldoze down their school and put them in with another school, so that their plot of land can be handed over to a free school, is just not on, when you consider one of the critical things that we have in this area, as well as across London, is a shortage of primary schools. What I am asking on their behalf is: do you think that is fair? If you do not --

Boris Johnson (Mayor of London): No, I think it is terrific.

Jennette Arnold OBE (AM): Will you write to Hammersmith and Fulham --

Boris Johnson (Mayor of London): No.

Jennette Arnold OBE (AM): -- and ask them to explain fully why at this time they are planning this? I spelt all this out in my letter to you on the 19th. Can I get a sense that you are looking to get some clarity?

Boris Johnson (Mayor of London): Yes.

Jennette Arnold OBE (AM): Because it would be good if the pupils, teachers and parents left here this morning getting the sense that you are their Mayor and that you want to get clarity so that you can speak up for them if the right thing is not being done.

Boris Johnson (Mayor of London): Yes. What this proposal is supposed to do is it is going to increase secondary school places, 800 badly needed new secondary places, including sixth form places. It will mean more funding and better facilities, I am told, for Hammersmith and Fulham children. Amalgamating the two small primaries allows for significant savings, which is going to be reinvested in the pupil's education. It looks to me as though the overall objective is

to increase supply of school places in Hammersmith and Fulham, which has to be the right way forward.

Jennette Arnold OBE (AM): No, my question is about the impact on Sullivan Primary School. The impact on primary school places.

Boris Johnson (Mayor of London): The impact is positive.

Jennette Arnold OBE (AM): The impact on the primary school places will be a reduction, because whereas we now have a one-and-a-half school intake, you will end up with one with fewer pupils in the school.

I just want to move on because I am --

Boris Johnson (Mayor of London): I am told that places New King's and Sullivan remain empty at the moment.

Jennette Arnold OBE (AM): We will have fewer places. I just wanted to give regard to the pupils who are involved here. They are part of this discussion because their school, about 80% of them, this was their school of choice. Will you firstly visit Sullivan School to see for yourself, just to see what a policy that you are supporting is about and to see that it is not going to cause detriment and eviction to the pupils of Sullivan Primary School?

Boris Johnson (Mayor of London): I think I understand where you are coming from, Jennette. What this proposal does, as I understand it, and obviously I do not have direct responsibility for schools in this city, unfortunately, so it is not my policy. I have not promoted this myself. The briefing I have is that what this will create is more places, because there will now be an amalgamation which will free up a site for a new school. I think possibly what you object to is the free school.

Jennette Arnold OBE (AM): No, that is not where this question should be going to, Mr Mayor.

Boris Johnson (Mayor of London): I just wondered, OK.

Jennette Arnold OBE (AM): This question should be you taking responsibility, because you have said --

Boris Johnson (Mayor of London): I will not take responsibility because I do not have the statutory power to do so.

Jennette Arnold OBE (AM): You do not have the statutory powers but you are interested in education.

Boris Johnson (Mayor of London): I am.

Jennette Arnold OBE (AM): You said so. You have created a unit here in that you have accepted and put in this building a unit. You spend about £30 million-odd on educational matters. I am saying that you are engaged in school and educational matters and I just want to ask you again, will you visit Sullivan School to make clear what is happening, so that you can petition on their behalf, if you find their case worthwhile?

Boris Johnson (Mayor of London): No, what I am going to do is repeat --

Jennette Arnold OBE (AM): You are not going to visit them? No? Will you then meet up with the pupils, because they brought you a present, and will you meet --

Boris Johnson (Mayor of London): This is demagoguery, Jennette.

Jennette Arnold OBE (AM): There is a present for you.

Boris Johnson (Mayor of London): Thank you very much, I am most grateful.

Jennette Arnold OBE (AM): There is a present for you and on your way out, before you have a coffee, will you just meet up with the pupils and their parents and receive their present and then just give them the respect for the fact that they have come here today?

Boris Johnson (Mayor of London): Who represents Hammersmith and Fulham then? Why is Jennette --

Darren Johnson (Chair): Any presents will have to be given outside of the meeting.

Boris Johnson (Mayor of London): I thought Jennette represented Hackney?

Jennette Arnold OBE (AM): At the end of this meeting, will you do this, Mr Mayor? There is nothing to be frightened of, these are primary school pupils. Are you frightened of meeting a handful of the most gorgeous, wonderful primary school children of this city?

Boris Johnson (Mayor of London): Of course not.

Jennette Arnold OBE (AM): Will you meet them.

Boris Johnson (Mayor of London): I will be more than happy to explain to these wonderful primary school children and their parents and everybody else who is here, what I understand to be the facts of the case, which is that their current schools are under-subscribed.

Jennette Arnold OBE (AM): There is the present for you.

Boris Johnson (Mayor of London): Thank you so much.

Jennette Arnold OBE (AM): They brought it all the way and they will be waiting for you.

Boris Johnson (Mayor of London): I will be delighted. The issue is folks; it is very, very simple. According to --

Jennette Arnold OBE (AM): Chair, I have finished. They will be waiting for you.

Boris Johnson (Mayor of London): You do not want to hear the answer. The answer is, there is a brilliant plan and you are going to love it. What is going to happen is they are going to amalgamate the schools to economise on space, because the problem at the moment is the current schools are not filling all their classes.

Jennette Arnold OBE (AM): They are.

Boris Johnson (Mayor of London): Not according to this. No.

Jennette Arnold OBE (AM): They are wrong.

Boris Johnson (Mayor of London): There is a brilliant plan to have a new school, a free school.

Jennette Arnold OBE (AM): No, you are so wrong.

Boris Johnson (Mayor of London): No? It sounds brilliant.

Jennette Arnold OBE (AM): No, you need to meet them.

Boris Johnson (Mayor of London): It sounds absolutely brilliant.

Jennette Arnold OBE (AM): No, you need to meet them. Anyway, I have finished.

Boris Johnson (Mayor of London): Why are you against this new school, Jennette?

Darren Johnson (Chair): We will move on to the next question on the order paper.

2013/3586- Changes to London's Probation Service

[Joanne McCartney](#)

Do you recognise the substantial risks that may arise from the planned changes to the Probation Service in London, especially in relation to integrated offender management?

Boris Johnson (Mayor of London): Yes. Thank you very much, Joanne. Actually, this is a serious and sensible question.

Joanne McCartney (AM): It is.

Boris Johnson (Mayor of London): Unlike the last one, because there is a real issue here. It relates to what is going to happen to the Probation Service in London and we are concerned that it should be handled properly, that any contracting out should not prejudice the huge wealth of expertise that there is in the councils. The way we handle ex-offenders as it is. We want to make sure that when it comes to this contracting out that it is made properly accountable to the London Crime Reduction Board and whoever is the contractor has a proper regard to what councils are doing, we do not squander the current wealth of expertise that there is in handling ex-offenders in London.

Joanne McCartney (AM): Thank you, Mr Mayor, my position is I think it is folly to privatise the Probation Service, but we may disagree with that. I think we do have areas of common concern. One of the concerns is that there is nothing, it appears, in the current tender documents that compel the private contractor to engage with local partnerships who make that borough-integrated offender management scheme work.

We all want to reduce reoffending, but if they do not have to have a seat at the table in our local Crime and Disorder Reduction Partnership and there is no obligation to force them to do so, is that concern that you have as well?

Boris Johnson (Mayor of London): It is and so we are working with the Ministry of Justice very much now to make sure this policy goes the right way.

Joanne McCartney (AM): Have you expressed those concerns?

Boris Johnson (Mayor of London): Yes.

Joanne McCartney (AM): The obligation, for the private contractor to engage and to be accountable, as other partners are, is that a bottom line for you?

Boris Johnson (Mayor of London): Absolutely.

Joanne McCartney (AM): OK, thank you.

The other concern that has been raised is that offenders who are high risk will be kept with the existing Probation Service but a very slimmed down national Probation Service, and that those who are of low- or medium-risk, which are the vast majority, will be privatised out. Figures that I have show that about a quarter of offenders move between that medium-to-high risk in any one year, both ways. We then have the situation that integrated offender management and caseworkers will, therefore, change. Is that of concern to you as well? Do you want the consistency of the same case worker for X offenders?

Boris Johnson (Mayor of London): Obviously that is important. Generally I have a concern about the way this is going to be handled. It is very important that there should be consistency and there should be accountability and it should be properly managed.

Joanne McCartney (AM): Will you actually ask the Government to halt this privatisation until they have at least properly pilot tested this? I understand that Kenneth Clarke [MP, former Minister for Justice] did --

Boris Johnson (Mayor of London): No, we have to acknowledge there is a major problem in reoffending rates in London. I do not think anybody would pretend, Joanne, that the current position is brilliant. We have very high rates of reoffending. I am not convinced that those ex-offenders are being handled in exactly the way that they should be in order to stop them reoffending. It may be that by having a payment-by-results system you could make progress. I think we should keep an open mind on that. OK? I am not going to say, "Stop everything, the thing must stay absolutely frozen, there can be improvements, no reform, no reduction of private contractors". I think that would be a mistake. I think you might be able to achieve better results but it has to be done in a way that is accountable to London and that does not mean us losing the expertise of councils and everybody else who is involved in providing this service.

Joanne McCartney (AM): OK.

Darren Johnson (Chair): Thank you.

2013/3562 - Expansion of the Cycle Hire Scheme

[Richard Tracey](#)

Are you happy with the progress of the expansion of the Cycle Hire Scheme?

Boris Johnson (Mayor of London): Yes, Dick, I am, thank you very much. I would like to say that the hire bikes are going in you general direction pretty soon - Putney, should be fantastic.

Richard Tracey (AM): I understand, sir, Putney and North Wandsworth and equally --

Boris Johnson (Mayor of London): Are you welcoming them with open arms?

Richard Tracey (AM): I am very much welcoming them, and so are my fellow residents, and I believe on the other side of the river too in Hammersmith and Fulham.

Can I ask you just to talk a little about further expansion, because you come into North Wandsworth, into Battersea and into Putney; Tooting would be very keen to have the bikes if you are prepared to go into the side part of Wandsworth. What about that?

Boris Johnson (Mayor of London): I am more than prepared to. Absolutely. Let us go to Tooting. Will the Council help us with a bit of cash?

Richard Tracey (AM): We need some positive answers from you first about going there before we can take the matter further, but there is certainly great enthusiasm. What about any further into boroughs? I represent Merton as well. Is there any likelihood that the Barclays

Cycle Hire Scheme will go to outer London boroughs, or is it simply to be the mini-Holland Scheme which you have announced?

Boris Johnson (Mayor of London): It depends. There is a difficulty, as we discussed before, of having very long chains of supply for the Cycle Hire Scheme. If you get it right out into the further reaches of London then you have these vans with the bikes going quite a long way to replenish the stands and it all becomes quite laborious and you start to get into the position of those generals in the Second World War who found themselves a little bit too far. We are keen to do it and generally we will expand as far as is practically possible. In the long run, there will be Cycle Hire Schemes everywhere. Whether they will all be the same scheme I am not so certain.

Richard Tracey (AM): Yes. There is one other point that I have been asked to raise with you, and that is the matter of consultation before the docking stations go in.

Boris Johnson (Mayor of London): Yes.

Richard Tracey (AM): There are traders, shopkeepers, who are becoming rather bothered that they are losing parking outside their shops because of these docking stations. Are you satisfied that TfL is doing enough consultation on this, or do you believe it should be very much something for the local borough councils?

Boris Johnson (Mayor of London): Obviously there is a role for TfL but principally I think with the installation of docking stations that should be something that the boroughs are leading on, so if there are complaints from local businesses about lack of consultation then I would be inclined to ask the councils what they are doing there.

Richard Tracey (AM): Thank you.

Darren Johnson (Chair): Thank you very much, we will move then on to the next question on the order paper.

3565/2013 - Campaign

[Steve O'Connell](#)

Given the number of Londoners who paid the ultimate sacrifice and the impact on those left behind, how will you, in your role as the Mayor of London, be marking the centenary of the commencement of the First World War?

Boris Johnson (Mayor of London): Thank you. Steve, obviously there is going to be a great deal done to commemorate the Great War, the 1914 - 1918 war and its attendant disasters. There will be, apart from anything else a candle-lit vigil of prayer and penitence at Westminster Abbey on the opening day of the Centenary - that is 4 August next year. I can tell you that the GLA culturally is working with the Department for Culture, Media and Sport and Ministry of Defence to look at all sorts of other things that we can do to commemorate the

First World War, including TfL obviously getting involved in one way or the other, but there will be a great deal of activity on that front.

Steve O'Connell (AM): Thank you very much. I am aware, I think through the Bureau of Leaders that there are conversations to commemorate and mark the loss of members from the London County Council (LCC) and other associated bodies and I think that is wholly appropriate. I know that the boroughs out there are also marking it with appropriate events. I was pleased to learn that the GLA particularly will take part in that and you, Mr Mayor. Therefore, you are saying that you indeed will lead our contingents in commemoration yourself as, in essence, the political leader of the town?

Boris Johnson (Mayor of London): Yes, that is right. You will be aware that there were about 1,063 staff and three Members of the London County Council who died on active service in the First World War and obviously we will be particularly commemorating them.

Steve O'Connell (AM): OK, I am satisfied with that.

Darren Johnson (Chair): Thank you very much.

Tony Arbour (AM): Four years ago this side, and indeed the Planning Committee, produced a report on war memorials in London and we made a recommendation to the then Mayor that the London Plan should have in it a recommendation to the boroughs that they protect all existing war memorials and ensure that they are looked after by local organisations, particularly schools, which will give them a direct interest in the people in their locality who are remembered on those local war memorials and encourage them to take an interest in their predecessors and the sacrifices that they made.

In some boroughs this has been implemented. I wonder, in the light of the commemorations that there will be over the next four years, whether or not you would like to write to boroughs and draw their attention to the fact that this proposal has been made and suggesting that this might be something that would be encouraged by you, and indeed possibly in a reiteration of the London Plan this could be made a statutory responsibility that existing war memorials shall be preserved.

Boris Johnson (Mayor of London): What an interesting idea. I am not certain what the statutory provision is at the moment for preserving war memorials, but you indicated that there is not any. That of course is sad and surprising. I will look into it and if there is something useful we can do to that effect then certainly we should. One of the most deplorable phenomena recently is of course metal thefts, which have been so often associated with the desecration of war memorials, not just in London but across the country.

Darren Johnson (Chair): Thank you very much.

3926/2013 - Summer A&E crisis

Dr Onkar Sahota

Londoners are accustomed to winter A&E crisis but this year we have even had a summer A&E crisis. The situation will only get worse in the winter months. The Government's £55 million bailout for London's A&Es has been described as nothing more than a sticking plaster by the experts appearing at the last meeting of the Health Committee. Sticky plasters tend to come off in the rain. What powers do you have to protect Londoners from the effect of this, given your work to reduce health inequalities in London?

Boris Johnson (Mayor of London): Yes, thank you, Onkar, you are absolutely right to raise this. I am seeing the Secretary of State for Health [Jeremy Hunt] in the next few weeks and will be raising the issue of contingency planning for the National Health Service (NHS) and making sure that London gets a decent share of the £500 million that has been set aside for Accident and Emergency (A&E) departments that are under particular pressure.

You will be familiar obviously, I hope, with what we have said about asking Lord Darzi [Professor of Surgery, Imperial College] to head up an independent commission to look at the healthcare system in London, looking at long-term solutions to the pressure that A&Es are under.

Dr Onkar Sahota (AM): Thank you, Mr Mayor, for recognising that there is a crisis which we are getting now an every season crisis in the A&E department. Have you been given any reassurances through the Health Board that there are plans in place to deal with the situation for these winter months?

Boris Johnson (Mayor of London): Obviously I do not have statutory control over health care. I am aware that there is a wedge of funding to help with A&Es over the winter period, which was announced, I think, last month. One of the purposes of my meeting with Jeremy [Hunt] is to talk about what slice London will get of that and how it can be used to help in London.

Dr Onkar Sahota (AM): I know we have been promised £55 million and at the recent Health Committee everyone accepted that this was not enough, that there is going to be a crisis, it is going to be pretty bad this winter, and I am concerned that we do not have any plans in place. The Health Committee, in July this year, said that we should have plans in place by 30 September, across London, for what is going to happen. There are no plans in place at the moment. I am asking that you, through your Health Board, which you have established, that you find out what those plans are because London is going to suffer. Dr Rainsberry accepted and declared, rather, that this is going to be a tough winter, particularly a winter which we now know where people have a choice whether to eat their food or heat the houses up. As John Major [former Prime Minister] said yesterday that we could have a winter crisis made worse by the energy bills and I want to make sure that London is prepared for it.

Boris Johnson (Mayor of London): Which is why Jeremy Hunt has done absolutely the right thing to announce a package of extra funding for A&Es and we will be lobbying to make sure London gets its share.

Dr Onkar Sahota (AM): Therefore, you will make sure that those plans are made public and that we know what the plans are across the trusts and various hospitals?

Boris Johnson (Mayor of London): Obviously I am not responsible for the running of A&Es as you know, Onkar, so I --

Dr Onkar Sahota (AM): You are responsible for making sure that we are prepared.

Boris Johnson (Mayor of London): What I can certainly do is make sure that we will certainly be consulting with Anne Rainsberry [Regional Director, NHS, London Region] about how she sees things in the months ahead and if there is anything useful I can report back to you about that I will certainly do so. I will of course be lobbying with the Secretary of State for a proper share for London of A&E provision.

Dr Onkar Sahota (AM): Thank you, Mr Mayor, for that statement. Also you were about to go to the meeting of the Health Board, last time we spoke, and you said that you would look into why those meetings are not held in public. I raised the matter with Dr Anne Rainsberry [Health Board Member] and she said there is no reason why they should not be public, so have you made your mind up on that matter?

Boris Johnson (Mayor of London): Yes. There are some meetings which benefit from being held in public and it is a fine decision but at the moment I think that since the Health Board is currently in its infancy we will probably benefit more from the kind of frankness that you can get by not having every statement immediately taken outside, twisted and distorted and used for political purposes. For that reason, I think probably we will continue with the way things are for the moment.

Dr Onkar Sahota (AM): Even though Dr Rainsberry said that there was no reason why they should be private at all. You think there are some private reasons?

Boris Johnson (Mayor of London): My view is that health is so immensely political and capable of such immediate misconstruction - and sometimes wilful misconstruction by political -
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Dr Onkar Sahota (AM): Londoners think this is immensely critical to their wellbeing.

Boris Johnson (Mayor of London): There is no reason why we should not continue with the way we are.

Darren Johnson (Chair): Thank you, Mr Mayor.

Andrew Boff (AM): Mr Mayor, I just wondered how you think the A&Es would look now if the Government had listened to the Labour Party and not protected the budget of the NHS from the cuts to expenditure?

Boris Johnson (Mayor of London): You mean the old Labour plan, which they dropped. I have to be absolutely clear with people. I think that there has been a chronic failure to get to

grips with the NHS in London. I think it is bedevilled by political problems, and I think we should get on and reform it. You could have better healthcare. You could have better A&E service. You could have better primary care. At the moment, I think Labour completely flunked it and sooner or later it is going to have to be done.

Andrew Boff (AM): To what extent do you think that the previous Government's negotiation of GP contracts, which would dramatically reduce the availability of out-of-hours GP care, had on the wait of patients now going to A&Es?

Boris Johnson (Mayor of London): I think it is completely dysfunctional. People go to A&E because they do not see how they are going to get through to a GP. I am just giving you my frank views, not necessarily the view of the Conservative Party. My frank view is I think the system of having more 'polyclinics', having a different type of primary care, was the right way forward. I think it was a great shame that Labour did not do it. I think sooner or later we have to do something like it.

Andrew Boff (AM): Thank you, Mr Mayor.

Darren Johnson (Chair): We will move on. For the electric vehicles question, the Green Group are out of time so there will be a written answer. We will then move on to victims' funding allocations for London in the name of Assembly Member McCartney.

3587/2013 - Victims' funding allocations for London

[Joanne McCartney](#)

Are you concerned at the recent suggestion from the Ministry of Justice that allocations of victims' funding should be based on a population basis, rather than linked to crime or need. Do you recognise that this will have a disastrous impact on the level of service and support on offer in London if these proposals remain unchanged?

Boris Johnson (Mayor of London): Yes, I think I can be quite succinct on this, Joanne. Yeah, I think I basically agree with your analysis. I think that it is ludicrous to have a Victims' Funding Allocation per head of population. It should be per victim, and so we will be lobbying for that.

Joanne McCartney (AM): Have you let the Government know that their proposals are ludicrous though? Currently, London accounts for 24% of national funding for victims.

Boris Johnson (Mayor of London): I have.

Joanne McCartney (AM): We would be going down to about 15% which will mean that nationally there will be over £18 spent per victim.

Boris Johnson (Mayor of London): I understand the problem.

Joanne McCartney (AM): In London, there will be a third less, only £12.65 to --

Boris Johnson (Mayor of London): I understand. We have written to Chris Grayling [Lord Chancellor and Secretary of State for Justice] and Stephen Greenhalgh [Deputy Mayor for Policing and Crime] is in contact with him.

Joanne McCartney (AM): Have you put it in those terms that these proposals are totally unacceptable and that you will resist them with all your might?

Boris Johnson (Mayor of London): I have put it in more or less those terms.

Joanne McCartney (AM): Is that that you have written to them?

Boris Johnson (Mayor of London): I have written to the Justice Secretary about this.

Joanne McCartney (AM): Could we have a copy of that letter?

Boris Johnson (Mayor of London): I am sure that could be made available. I see no reason at all why not.

Joanne McCartney (AM): Thank you. I think this is very serious and that victims of crime in London will be seriously disadvantaged if this proposal goes ahead. Thank you.

Boris Johnson (Mayor of London): You are right.

Darren Johnson (Chair): Thank you. We note that commitment about circulating the letter to members. The next question on marketing housing developments in the name of Assembly Member Boff, Andrew has requested a written answer to that. We will then move on to the next question on the order paper.

3388/2013 - Parental employment

[Stephen Knight](#)

London has the lowest rate of parental employment in the country. What are you doing to provide leadership to tackling this issue?

Boris Johnson (Mayor of London): Steve, if housing is a number 1 issue in London, this is the number 2 issue, childcare, how to help parents back into work. As you know, we had a good session with the minister concerned, Elizabeth Truss [Parliamentary Under Secretary of State for Education and Childcare]. We are going to work closely with her to see what we could do to improve childcare and childcare provision in London and get more provision for childcare in schools out of hours, that sort of solution. We are spending a lot of money on trying to help people into part-time work, a £25 million programme to create 20,000 part-time jobs to help people back into work. The overall programme has to be to create more jobs for everybody and to assist parents and non-parents alike to get into work.

Stephen Knight (AM): Thank you, Mr Mayor, for acknowledging the importance of this issue. Just to reiterate that, we have only 58% of mothers in couples in employment in London compared with 72% in the rest of the United Kingdom. We have almost 100,000 missing people from the labour force due to a lack of parental employment opportunities in London and a lack of childcare that is affordable.

Mr Mayor, given the acknowledged importance of this issue, will you commit to developing a proper mayoral strategy for tackling the low levels of parental employment and the problems of childcare in London?

Boris Johnson (Mayor of London): Yes and we would do that through the London Enterprise Partnership (LEP), which is taking a very close interest in this work. Kit [Malthouse, Deputy Chair, LEP] is working up plans to fulfil the commitment to provide, as I say, 20,000 part-time jobs. We do see this as of critical importance for London. The statistics you use, are probably right. We find it is more difficult in London to get back into work if you have had a child than it is elsewhere in the country and that cannot be right. That is another economic inefficiency, like not being able to live near your place of work.

Stephen Knight (AM): Indeed, Mr Mayor, and this is an issue the Economy Committee, which you know I chair, has been looking at very recently.

Boris Johnson (Mayor of London): Indeed.

Stephen Knight (AM): One of the things that our witnesses told us is they are desperately frustrated at the lack of leadership coming from City Hall on this issue. I am very glad to hear that you are now prioritising this through the LEP, and I look forward to seeing a strategy coming out of the LEP. Do you know what timeframe you have given the LEP?

Boris Johnson (Mayor of London): I cannot give you that now but obviously we will be pursuing it urgently. I am interested by what you say about the groups that you mention. I would be very happy if you could pass their details on to Kit. We will make sure that we liaise with them directly and explain what we are doing and get their buy-in.

Stephen Knight (AM): We could certainly do that. I think you said in an answer to a question from Joanne McCartney at the last MQT that there are plenty of things that can be done, including things like encouraging schools to develop wraparound care packages for pupils and so on. Are those the kind of measures that you want to see built into your strategy?

Boris Johnson (Mayor of London): Yes, absolutely.

Stephen Knight (AM): Good. Perhaps you could let me know when the LEP will be considering this issue.

Boris Johnson (Mayor of London): I shall.

Stephen Knight (AM): I think it is absolutely important that the Assembly's Economy Committee can feed in its own evidence for the work that you are doing.

Boris Johnson (Mayor of London): OK, I would be very happy.

Stephen Knight (AM): This is a very important issue and thank you for committing to releasing a strategy.

Darren Johnson (Chair): Thank you. We will then move on to the next question on the order paper.

3582/2013 - London's green economy

[James Cleverly](#)

Following a recent report which says that London's green economy has been booming in the last two years, what factors do you attribute to this success?

Boris Johnson (Mayor of London): James, thank you very much. It has been stunning to see the way London has continued to boom in this area. It is probably the leading city in the world now for green economy and there are lots of reasons for that. You have obviously a strong green direction, both at borough level and strategically here in City Hall. People know that we want to improve air quality. They know that we want cleaner, greener vehicles. They know that, even though it is slow, we want more electric vehicles, for instance. They know that we have a target to reduce CO₂ by 2025. They understand the framework in which we are working.

I think it is also very important that London has such a huge green financial sector. This is the place where you have the financial expertise. You also have the universities that have big departments dedicated to this stuff. You have all three things. You have a public sector demand and push for this kind of measure; you have the financial backing; and you have the intellectual resources in the City as well.

James Cleverly (AM): Thank you for that, Mr Mayor. I am very pleased with some of the work that I did with the other members of the London Waste and Recycling Board and I know that work has been continued by Dick and the new board members there.

Boris Johnson (Mayor of London): Absolutely. Sorry, I should have paid tribute to the old board and the work that they did, too.

James Cleverly (AM): Actually, I have to say there will be mutual paying tributes here. I think actually the recent work has been very pleasing to see.

One of the things that really struck me - and I thought very much about your trip to China recently - is that as these emerging economies have high levels of personal consumer consumption, they increasingly start being faced with some of the challenges that we currently

get about greener ways of waste disposal, etc. Actually, the success that we have seen in London over the last few years becomes an incredibly valuable exportable knowledge base. I am very keen to explore what can be done to ensure that London is the world leader at how big cities deal with the challenges and opportunities of the green economy.

Boris Johnson (Mayor of London): I signed a memorandum of understanding with the Mayor of Beijing. They were absolutely fascinated to hear what we had done to reduce NO_x, as we have done, by 20%, PM10s and PM2.5s by 15% just since I have been Mayor. I think they were amazed because they have huge problems, as you know, in Beijing in that area. Also at Peking University they saw real scope for co-operation between London institutions and China on trying to do there some of the things that we have been successful in doing here in our city.

It is an important part of the overall global brand of London that it is a city that values this technology; that it is trying to improve the environment, improvement quality of life, which is now the number 1 agenda issue in China, but also to drive down costs. This is where I think people do not sometimes realise the value of what we are doing. If you can insulate people's homes properly and retrofit them, as we are doing now with 60,000 homes across London, then you will help people, often the groups that Onkar [Sahota] is describing who face high energy bills and high food costs and all the rest of it. You can help them to make ends meet and that is a huge objective now.

James Cleverly (AM): Mr Mayor, will you also commit to publically recognising the massive market leadership that our green-related financial services sector has? We currently have 97% of the carbon finance subsector contained within London. In the orgy of denouncing London's financial services sector, I know you have --

Boris Johnson (Mayor of London): Which I have resisted.

James Cleverly (AM): -- absolutely. You have resisted and you have led the way. Can I ask that you do not allow some of the lazy accusations about London's financial services sector to cloud the excellent work that is being done by London in actually funding or collating and gathering the money to fund exactly these kinds of projects?

Boris Johnson (Mayor of London): Of course and it is absolutely true that without a great centre in Europe - and it is probably the greatest in the world - for the accumulation and distribution of capital for new ventures we would not have medical breakthroughs or new cancer drugs or, indeed, the environmental breakthroughs that you describe. It is greatly to the advantage of the environment that we have a strong financial services industry in London.

James Cleverly (AM): Thank you, Mr Mayor.

Darren Johnson (Chair): Thank you very much.

2013/3549 - Living Wage

Tony Arbour

Does the Mayor believe that every worker should be paid the living wage or does he agree with the Business Secretary, who says a compulsory living wage could destroy jobs?

Boris Johnson (Mayor of London): Tony, as ever, I agree with you, comrade. I think that what the Business Secretary says is -- I think a compulsory living wage in my view would not be the right way forward. We are having great success in expanding the London Living Wage. You can hear more about it on 4 November.

Tony Arbour (AM): Do you not think that addressing the level of low wages in London can best be dealt with not by tinkering with wage levels, but by looking at the overall taxation policy, for example, raising the threshold at which National Insurance (NI) is paid?

Boris Johnson (Mayor of London): Yes.

Tony Arbour (AM): NI is disproportionately paid by lower paid workers than higher paid workers. You will recall I have raised the matter before in relation to new businesses starting up in London, suggesting that a holiday be given to the minimum wage to your employers for a period of six months to encourage new employers to take people on. I have subsequently refined that by saying that maybe the way to deal with it is, as I have suggested, perhaps through the level at which NI becomes payable.

Boris Johnson (Mayor of London): I think all of us, certainly on your side of the horseshoe, would be in favour of trying to take low income people out of all sorts of taxation and NI is unquestionably just another form of taxation in the way it currently works. However, I do not want that to dissipate our energies on the London Living Wage campaign. I do believe in the Living Wage. I think it is right that companies who can well afford it should pay their staff a wage that will allow them to live in London. We have expanded it. It will keep the family, it is popular, it is successful and it has put about £60 million into the pockets of some of the poorest working families in London.

Tony Arbour (AM): Yes. You will be pleased to know but unsurprised to know that, although one of the Members of Parliament - for Twickenham [Vince Cable MP, Liberal Democrat] - thinks there should be no compulsory living wage, the Liberal Democrats who are represented on that council and, indeed, are represented here today do not agree with their Member of Parliament.

Boris Johnson (Mayor of London): No.

Tony Arbour (AM): They are saying that all those people who are employed by contractors --

Boris Johnson (Mayor of London): Are the Liberal Democrats divided?

Tony Arbour (AM): On the face of --

Boris Johnson (Mayor of London): It is splitting the atom.

Tony Arbour (AM): Yes, on the face of it, they are here. Locally, they disagree with their Member of Parliament and are suggesting that the local authority insist that all those who supply the local authority with goods, services and employees should be compelled to pay the living wage. Do you think that is an appropriate way for 'a responsible political party' to behave?

Boris Johnson (Mayor of London): Now you have put it like that, I think compulsion is not the way forward. We are working well by not going for compulsion. However, I have to say, Tony, I do think that lots of councils could do better in implementing this. I understand why the Liberal Democrats - because they are so basically illiberal in all their instincts - reach for the leader of compulsion. I would rather not use compulsion. I would rather use the instruments of moral suasion. Moral suasion, shame and -- No, let us forget shame. Moral suasion and exaltation, uplift, that is what we go for. The living wage is good for employees and it is good for the companies that pay it.

Tony Arbour (AM): That is undoubtedly so because the more money these characters have, the more money that they have to spend and the velocity of exchange increases. In the particular case of this one small London borough, if we were to do that, that would involve an extra £3 million expenditure, which has to be found by the ordinary ratepayer. It cannot be right that ratepayers who may themselves be earning less than the London Living Wage have to subsidise somebody else getting it.

Boris Johnson (Mayor of London): I see that point. This is not easy and it is one of the reasons it has taken so long to get all the downstream contractors just from our bodies to pay the London Living Wage. These are arguments that have to be made and I can see the problem that you raise. That is why I am not inclined to go for compulsion, but I am inclined to extend the London Living Wage as fast as we can.

Darren Johnson (Chair): Thank you. The Liberal Democrats are about to run out of time so a very quick question from Assembly Member Knight. You must allow time for the Mayor to answer in the 49 seconds you have remaining.

Stephen Knight (AM): Mr Mayor, given you want all local authorities to become accredited London Living Wage employers, would you encourage your Conservative colleagues in Richmond upon Thames to join the Liberal Democrats in voting for the borough to become an accredited living wage employer?

Boris Johnson (Mayor of London): I will support my Conservative colleagues in virtually everything that they do, as you know, Stephen. I think the general principle of councils signing up is a good one. Where I think I differ from you is in wishing to do this by compulsion. We think the living wage has been successful --

Stephen Knight (AM): It is not about compulsion it is about the decision, Mr Mayor, that the council can decide --

Darren Johnson (Chair): No, there is not time for a debate.--

Boris Johnson (Mayor of London): The London Living Wage has been successful precisely because people have come to see the benefits of paying it themselves.

Darren Johnson (Chair): Thank you.

Len Duvall (AM): Mr Mayor, I hope on 4 November you are going to announce how you are going to accelerate the voluntary approach. We have already said if we go on the same way we are going now, it is going to take 400 years to cover all those individuals in London to get a decent London Living Wage.

In terms of desire, I understand about the compulsion issue. I think the issue is not about destroying jobs. We have heard some of these arguments before. We know that consumption goes up. We know that benefits do not get taken up if you give people a decent wage. Should we not be looking for some creative solutions around supporting small and medium size enterprises (SMEs)?

Boris Johnson (Mayor of London): To pay it?

Len Duvall (AM): -- such as the recent studies that said about let us try to hypothecate the potential tax and benefits savings where we can support SMEs, those who say they are at the margins and cannot prove this money and give them some money back and supporting those issues.

Boris Johnson (Mayor of London): That is a very interesting idea.

Len Duvall (AM): Are they not the creative solutions where we can effect the London Living Wage? The trouble is, Mr Mayor, I am not sure if all your colleagues want to pay a London Living Wage and I think some of them still believe in a low wage economy, do not believe in the arguments that you put forward. Equally, we have had some of you argue for the abolition of the minimum wage. Surely we need to move the minimum wage up towards the London Living wage as well at the same time as we go in terms of the voluntary efforts that you are endeavouring to make the case for in terms of London.

Boris Johnson (Mayor of London): OK. Len, I think your ideas of hypothecating the possible gains that might be made in welfare savings and so on are very interesting. If we can make that work, I think we should have a look at that.

The London Living Wage has expanded in the last five years. There are 27 companies that offered it when I came in. We are now at 174 and a further 100 in the process of accreditation. I accept that is nothing like enough.. The difficulties are very acute, particularly in some of the

sectors in London, catering, hospitality. I have had the argument. You will have had the argument with these sectors. It is not easy to persuade them that they can do it but --

Darren Johnson (Chair): The Labour Group are out of time so if you can draw your comments to a close, Mr Mayor.

Boris Johnson (Mayor of London): I can tell you that I have had many personal conversations with leaders of our great retail organisation, exalting them to do this. Some of them are getting that message.

Darren Johnson (Chair): Thank you. We must close that question down now the Labour group are out of time. We then move on to the final question of the order paper.

2013/3574 - Transparency

[Victoria Borwick](#)

Can TfL publish details about accidents involving TfL buses, with information separated by bus companies, so that this could act as an incentive for companies to improve their driving standards?

Boris Johnson (Mayor of London): Victoria, thank you. The answer is absolutely. I have asked TfL to look at that. I congratulate you. You have taken up these cases, particularly and personally. I think there was a particular victim in Oxford Street on whose behalf you worked and continue to work. I understand what you want. You want to be able to compare the accident rates of different bus operators. I have asked TfL to make it possible for you to have that data.

Victoria Borwick (AM): Thank you, Mr Mayor. I am very much aware that you do believe in transparency. Of course, earlier on this morning you talked about sunlight as being a very good remedy. I thought --

Boris Johnson (Mayor of London): Judge Louis Brandeis [Former Associate Justice of the Supreme Court of the United States] said that, yes.

Victoria Borwick (AM): I think the point is that it does go back to the culture at TfL. In fairness, although we have been focusing here on trying to extract particular information, it would not be the first time that TfL have been accused of perhaps being less than transparent in their decision-making processes. I am urging you today to go back to TfL and ask them to not just look at this where we, for example, as a group have been waiting over six months for figures, borough by borough, on killed and seriously injured and fatalities for both pedestrians and cyclists. We are having difficulty getting truthful and honest information. Every time you start making a comment about these things, TfL seem to go back into their shell and say, "Oh, no, this is legal. This is legal". No, it is not legal. This is transparency and we need, with all of us with constituents, and we want to be able to know where we are. Are we making progress? Not only that, it enables boroughs to actually take this issue up and to go back and say, "OK,

what more could they be doing locally to improve safety on our streets?" In the heart of all of this is: can you improve the transparency at TfL?

Boris Johnson (Mayor of London): You want to know which bus operators have the best record --

Victoria Borwick (AM): That was the start of the question. Actually, the result of it is, if you ask around, that TfL are not always good at responding either promptly or in enough depth to our questions.

Boris Johnson (Mayor of London): As I say, I have asked them to come up with answers to your particular questions. I think that is probably the best I can do for you today, Victoria.

Victoria Borwick (AM): Thank you very much indeed for that assurance.

Darren Johnson (Chair): Thank you very much. That concludes the questions from Members today.

Boris Johnson (Mayor of London): Thank you.

Darren Johnson (Chair): I thank the Mayor for his answers today.

**Written Answers to Questions Not Answered at
Mayor's Question Time on 23 October 2013**

Homes for Londoners or investors**Question No: 2013/3389**[Darren Johnson](#)

Is your housing strategy providing the types of homes most needed by Londoners?

Oral response**Part Time Travelcard****Question No: 2013/3456**[Caroline Pidgeon](#)

When will London's part-time workforce benefit from part-time Travelcards?

Oral response**Housing Strategy****Question No: 2013/3583**[Tom Copley](#)

Why are you planning to publish another draft Housing Strategy for consultation, nearly two years after launching a consultation on a strategy that you have never published?

Oral response**Crossrail 2 - Tunnelling Expertise****Question No: 2013/3563**[Richard Tracey](#)

Does the Mayor share the fears of Andrew Wolstenholme, the Chief Executive of Crossrail, that a failure to commit to a major new tunnelling project such as Crossrail 2, will lead to Britain losing 3,500 highly skilled tunnelling specialists to projects outside the UK?

Oral response**Conditions in the private rented sector****Question No: 2013/3584**[Tom Copley](#)

Do you think conditions in London's private rented sector are getting better?

Oral response

Body worn cameras

Question No: 2013/3558

[Roger Evans](#)

All those involved in foot and vehicle patrol at Staffordshire Police will have access to 530 body worn cameras, which the force hopes will 'improve police integrity, accelerate cases through court, assist with rapid evidence gathering and offer greater protection for officers'. Will the MPS look into piloting this for all patrol officers in one borough?

Oral response

Help to Buy

Question No: 2013/3585

[John Biggs](#)

Do you think the second phase of Help to Buy could increase housing supply by more than it increases housing demand in London?

Oral response

3rd Runway

Question No: 2013/3545

[Tony Arbour](#)

In the light of his interview with The Times on 21st September, will you write to the Shadow Chancellor to make clear why you think he is wrong to favour a 3rd runway at Heathrow Airport?

Oral response

Free Schools

Question No: 2013/3927

[Jennette Arnold](#)

Given your recent commitment to provide 12 sites for Free Schools, do you think it's right that community schools in London graded as Good with Outstanding features should be knocked down in order to build Free Schools?

Oral response

Changes to London's Probation Service

Question No: 2013/3586

[Joanne McCartney](#)

Do you recognise the substantial risks that may arise from the planned changes to the probation service in London, especially in relation to integrated offender management?

Oral response

Expansion of the cycle hire scheme

Question No: 2013/3562

[Richard Tracey](#)

Are you happy with the progress of expansion of the Cycle Hire Scheme?

Oral response

1914 Campaign

Question No: 2013/3565

[Steve O'Connell](#)

Given the number of Londoners who paid the ultimate sacrifice and the impact on those left behind, how will you, in your role as the Mayor of London, be marking the centenary of the commencement of the First World War?

Oral response

Summer A&E Crisis

Question No: 2013/3926

[Onkar Sahota](#)

Londoners are accustomed to Winter A&E crisis but this year we have even had a Summer A&E crisis. The situation will only get worse in the winter months. The Government's £55 million bailout for London's A&Es has been described as nothing more than a sticking plaster by the experts appearing at the last meeting of the Health Committee. Sticky plasters tend to come off in the rain. What powers do you have to protect Londoners from the effect of this, given your work to reduce health inequalities in London?

Oral response

Electric Vehicles - emission reductions

Question No: 2013/3390

[Jenny Jones](#)

What are the estimated reductions in CO2 emissions and NO2 emissions which have resulted from your plans for electric vehicles in London?

Written response from the Mayor

In total, it is estimated that the 3,000 electric vehicles registered in London annually save approximately 3,000 tonnes of CO2 and 10 tonnes of NO_x emissions (vehicle emissions are measured in terms of NO_x rather than just NO₂). This is about 0.2% of NO_x emissions and 0.1 % CO2 emissions from taxis, cars and LGVs.

Electric vehicles emit no CO2 or NO2 emissions at the point of use. Taking into account the current mix of fuels used to generate the standard UK electricity supply, electric vehicles produce up to 40% less CO2 emissions than similar petrol or diesel vehicles.

The Electric Vehicle Delivery Plan has delivered over 1,300 electric vehicle charge points as part of the Source London network.

I have set out my vision for London to have an Ultra-Low Emission Zone from 2020. This will increase the market for these vehicles, delivering further environmental benefits and supporting my plans to make London the electric vehicle capital of Europe.

Victims' Funding Allocations for London

Question No: 2013/3587

[Joanne McCartney](#)

Are you concerned at the recent suggestion from the Ministry of Justice that allocations of Victims' Funding should be based on a population basis, rather than linked to crime or need. Do you recognise that this will have a disastrous impact on the level of service and support on offer in London if these proposals remain unchanged?

Oral response

Marketing Housing Developments

Question No: 2013/3552

[Andrew Boff](#)

The Capital Towers development in Stratford, close to the Olympic Park, is one of many developments in London being sold in hotel suites across the world. Is it right that private developers are themselves marketing and selling these properties in such a way?

Written response from the Mayor

London is a global city and therefore will have an international element to its market.

At a time when both bank lending and mortgages are still relatively scarce, without this funding, many of these schemes would simply not get built.

The dysfunctionality of London's housing market is not the result of overseas sales but a historic under supply for almost 30 years.

Moreover, London should be given the power to reform Stamp Duty Land Tax and keep the receipts, to support domestic demand and finance the building of more homes.

My First Steps programme is helping Londoners get a foot on the housing ladder. In my first term we delivered 21,000 intermediate homes, helping 29,000 people into home ownership and have funding in place to deliver another 12,000 homes by 2015 helping an additional 16,000 people.

The huge boost to new supply in and around the Olympic Park will provide many valuable homes for Londoners to buy or rent.

Parental Employment

Question No: 2013/3388

[Stephen Knight](#)

London has the lowest rate of parental employment in the country. What are you doing to provide leadership to tackling this issue?

Oral response

London's Green Economy

Question No: 2013/3582

[James Cleverly](#)

Following a recent report which says that London's green economy has been booming in the last two years, what factors do you attribute to this success?

Oral response

Living Wage

Question No: 2013/3549

[Tony Arbour](#)

Does the Mayor believe that every worker should be paid the living wage or does he agree with the Business Secretary, who says a compulsory living wage could destroy jobs?

Oral response

Transparency

Question No: 2013/3574

[Victoria Borwick](#)

Can TfL publish details about accidents involving TfL buses, with information separated by bus companies, so that this could act as an incentive for companies to improve their driving standards?

Oral response

Affordable housing delivery (1)

Question No: 2013/3379

[Darren Johnson](#)

Please list the affordable housing delivered through the National Affordable Housing Programme broken down by site, giving the number of units of each tenure delivered on each site.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Affordable housing delivery (2)

Question No: 2013/3380

[Darren Johnson](#)

Please list the affordable housing delivered to date through the Affordable Homes Programme broken down by site, giving the number of units of each tenure delivered on each site.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Partnership Agreement with Moscow

Question No: 2013/3381

[Caroline Pidgeon](#)

A number of constituents have raised concerns with me about London's twinning with Moscow in light of what is widely considered to be Russia's discriminatory behaviour towards LGBT communities. Can you please provide details of London's 'partnership agreement' with Moscow and confirm what the status of that document is. Do you intend to review the agreement given Russia's poor record towards its LGBT communities?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Stalled Developments

Question No: 2013/3382

[Stephen Knight](#)

Further to MQ2500/2012, what is your latest estimate of the number of homes in London that have received planning permission but which have not yet been built?

Written response from the Mayor

According to the London Development Database at March 2013 the planning pipeline contained approvals for 214,000 dwellings either unimplemented or under construction.

Social housing rent levels

Question No: 2013/3383

[Stephen Knight](#)

What is the average rent charged at first let for Social Rent properties completed since 01 April 2011 in London? Please provide an average for each bedroom size.

Written response from the Mayor

This information is publicly available via the, DCLG funded, Continuous Recording of Lettings and Sales (CORE) data source. A link to the DCLG CORE data website is available here:

<https://core.communities.gov.uk/AnalyseCOREdataMain.aspx>

Affordable housing rent levels

Question No: 2013/3384

[Stephen Knight](#)

Further to MQ 3022/2013, are you able to provide a breakdown of the average rents charged for Affordable Rent properties in London by borough and/or postcode?

Written response from the Mayor

Please see below a list of average weekly rent including service charges for completions from the Affordable Homes Programme to the end of September 2013.

Average Weekly Rents (Affordable Homes Programme only) for completions by borough

Data source: Investment Management System as at end of September 2013

Location	Cumulative since 1 April 2011
	Average Rent per week, incl. Service Charges, per unit
Barking and Dagenham	-
Barnet	£216
Bexley	£153
Brent	£183
Bromley	£171
Camden	-
City of London	-
Croydon	£170
Ealing	-
Enfield	£192
Greenwich	£168
Hackney	£155
Hammersmith and Fulham	£0
Haringey	£362
Harrow	£139
Havering	£166
Hillingdon	£194
Hounslow	-
Islington	-
Kensington and Chelsea	-
Kingston upon Thames	-
Lambeth	£104
Lewisham	£147
Merton	£146
Newham	£158
Redbridge	£162
Richmond upon Thames	£186
Southwark	£158
Sutton	£190
Tower Hamlets	£185
Waltham Forest	£159
Wandsworth	-
Westminster	-
London Total:	£171

Affordable housing grant

Question No: 2013/3385

[Stephen Knight](#)

Please provide a list of the average grant per unit, broken down by tenure, under your 2011/15 Affordable Homes Programme.

Written response from the Mayor

For the Affordable Homes Programme, the current contract position for investment partners indicates that the average grant per unit for rent is £30,772 and for affordable home ownership is £14,021 per unit. This is based on the full 2011-15 programme on contracts in place at the end of September 2013.

Skills Funding Agency**Question No: 2013/3386**

[Stephen Knight](#)

Do you agree that responsibility for the money spent in London by the Skills Funding Agency should be devolved to the Greater London Authority? If not, why not? If so, what action have you taken to convince the Department for Business, Innovation and Skills?

Written response from the Mayor

Yes. I refer you to the London Enterprise Panel's Job's and Growth Plan, published in May 2013 where we made our position on this clear.

Homes Deficit**Question No: 2013/3387**

[Stephen Knight](#)

According to London Councils, by 2021 the capital will be faced with a homes deficit of 567,000. Do you think you are making good enough progress to meet this target?

Written response from the Mayor

I have been very clear that we need to substantially increase housing supply in order to meet London's rising housing requirements.

Overpriced student accommodation**Question No: 2013/3391**

[Darren Johnson](#)

A citizen from the north east of England whose daughter is coming to study at the University of the Arts London has written complaining about the "abundance of overpriced accommodation". What are you doing to prevent landlords from making so much profit from struggling students, and to help students find housing they can genuinely afford in London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Ban on HGVs during rush hour**Question No: 2013/3392**

[Darren Johnson](#)

Given the need to make our streets safer and more attractive for pedestrians and cyclists why do you continue to rule out measures for London to follow other European cities and introduce a ban on HGVs during rush hours?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Broadband speeds in Rotherhithe

Question No: 2013/3393

[Darren Johnson](#)

Constituents in Rotherhithe tell me that BT Openreach won't connect households to fibre optic broadband where they are connected directly to the exchange, as is the case in Rotherhithe. In your answer to question 1304/2013 you mention funds for start-ups in that area. Will other types of broadband user in Rotherhithe who suffer from slow broadband speeds benefit in any way from your Super Connected City Plan? If not, are you taking other steps to resolve the problems faced by broadband users in Rotherhithe?

Written response from the Mayor

The Super Connected Cities Plan (SCCP) is now largely focussed on a demand led voucher scheme to encourage the take up of ultrafast broadband amongst high growth SMEs across all London boroughs including SME's in Rotherhithe area. It will be ensured that SSCP scheme is promoted in Rotherhithe area so that all eligible SME's can participate.

While I understand the frustration that some Rotherhithe constituents experience over the speed of their internet access, currently we are unable to intervene directly in matters relating to residential broadband connectivity.

The GLA will next year be looking to publish a document looking at Long Term Infrastructure in London, which will include a section on broadband and I know my team drafting that section will be looking at the situation in Rotherhithe closely.

Safety at Camden Town

Question No: 2013/3394

[Darren Johnson](#)

Can you explain why a decision has been taken to reject the creation of a west to east cycle route from Mornington Crescent/Hampstead Road to Crowndale Road, because of 'traffic impacts'? Is this because you are still committed to the policy that smoothing traffic flow is a higher priority than cyclist safety?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Bike Hire Scheme - value for money

Question No: 2013/3395

[Darren Johnson](#)

Given the very high capital cost of the scheme, the very low additional operating cost to TfL of each hire and the environmental benefits of cycling, shouldn't the scheme be priced so as to ensure the maximum use and therefore the best value for money? If so, why did you decide to double user fees earlier this year and, consequently, drive down the number of users?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Parking on Waterloo Bridge

Question No: 2013/3396

Darren Johnson

Vehicles parked on both sides of Waterloo Bridge cause unnecessary congestion and obstruct cycle lanes in both directions, forcing cyclists and motorbike riders out into the path of buses and other vehicles. Will you raise this issue with LB Lambeth officers and recommend that double red lines, as on Blackfriars Bridge, are installed so that cycle lanes on this bridge are no longer obstructed?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Encouraging use of cargo bikes - publicity campaign**Question No: 2013/3397**

Darren Johnson

In your response to question 3308/2013 you state that TfL can 'offer help, support and guidance to companies wishing to substitute vans for cargo bikes'. How does TfL currently provide these services and will you ask TfL to arrange a proactive information campaign targeting companies in high density areas to make them aware of the benefits of switching from vans to cargo bikes for deliveries in the local area?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Encouraging use of cargo bikes - TfL-funded trials**Question No: 2013/3398**

Darren Johnson

Given the 62% reduction in CO2 emissions compared to diesel van deliveries achieved through the 2009 cargo bike trial mentioned in your response to question 3308/2013, will TfL look into funding similar trials? Might the City of London which has a high density of workplaces and residences and has recently implemented a borough-wide 20mph limit be a suitable place for such trials?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Encouraging use of cargo bikes - European projects**Question No: 2013/3399**

Darren Johnson

Please provide details of the European projects which TfL is working on with boroughs to develop and promote cleaner last mile deliveries in London.

Written response from the Mayor

TfL is a sub-partner to the 'Last Mile Logistics' project (LaMiLo). The project is funded by the European Regional Development Fund. It aims to promote innovative practices for the delivery of consumer goods to homes, shops and distribution centres. It seeks to improve the sustainability of final leg of deliveries by changing the behaviour of private companies, the public sector and consumers.

The project includes the opening of a freight consolidation centre serving local authority premises in Camden and a rail-road freight consolidation facility at Euston, including electric

vehicles and cycle freight. Other London partners include the Cross River Partnership and LB Camden. It is due to complete in March 2015.

TfL is a partner in 'Demonstration of Urban Freight Electric Vehicles for Clean City Logistics (FR-EVUE). The project aims to demonstrate to industry and policy-makers how electric freight vehicles can help improve air quality and reduce noise emissions and congestion. It will demonstrate the benefits of electric lorries and vans as a viable alternative to diesel vehicles. This will be combined with use of innovative logistics management software and complementary local policy. The project is due to complete in 2017.

TfL is also working with the GLA on the Technology Strategy Board funded Agile Urban Logistics project, which is looking to demonstrate the role that informatics and business model innovation can play in altering last mile delivery patterns, associated with the growth in e-commerce, to meet environmental objectives.

Encouraging use of cargo bikes for municipal services - funding streams

Question No: 2013/3400

[Darren Johnson](#)

Will you urge TfL to implement a campaign to inform all London boroughs of the benefits of delivering municipal services using cargo bikes - including the results of the 2009 City of London trial - and the funding streams available to them?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Discontinuation of Freedom Pass

Question No: 2013/3401

[Darren Johnson](#)

In light of the chancellor's public spending statement what reassurances can you offer regarding the continuation of the freedom pass and eligibility criteria in their current form?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

River Crossing and reducing road demand

Question No: 2013/3402

[Darren Johnson](#)

Thank you for your answer to my question 3314/2013, where you state that you 'remain committed to exploring all options for improving transport connectivity across the River Thames in East London.' Can you therefore, please answer 3313/2013 by summarising which schemes for encouraging public transport use and reducing road demand might yet be adopted and/or form the subject of a further public consultation, other than the identified option of user charging at the Blackwall Tunnel in conjunction with new road infrastructure?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

New Bus for London - weight and capacity

Question No: 2013/3403

[Darren Johnson](#)

Will you amend the information about the New Bus for London on the Transport for London website to reflect the fact that most of the buses are 12460 kg and restricted to carrying 81 passengers (minus the extra member of staff)?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

New Bus for London - mpg

Question No: 2013/3404

[Darren Johnson](#)

Can you explain why the Millbrook test results for the New Bus for London miles per gallon (mpg) are so at odds with the on the road experience of the prototype buses? Are there any other hybrid buses operating in London where the test figures differ from the 'on the road' figures by more than two miles per gallon?

Written response from the Mayor

The results are not at odds with each other as they reflect different operating cycles. The Millbrook test is a simulation that reflects real-world conditions on route 159 through central London. It enables bus types to be compared under the same operating conditions.

It does not make sense to benchmark vehicles from one route cycle with those on another, with different sets of operating conditions such as hills, passengers numbers carried, number of bus stops, average speed and number of stop-starts in traffic and at signals.

The Millbrook test is refreshed to ensure its relevance. The current protocol closely mirrors operational conditions on route 159 through central London, taking account of average speeds, acceleration, running times and traffic signals.

New Bus for London - Green Bus Funding

Question No: 2013/3405

[Darren Johnson](#)

Is the New Bus for London eligible for the Government's Green Bus funding, or does the fact that it is Transport for London, rather than a bus operator, that has procured the buses rule them out under European rules?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Bus speed limit discrepancy

Question No: 2013/3406

[Darren Johnson](#)

Why does Transport for London allow buses to travel at a maximum of 5mph in its garages, but at up to 30mph on Oxford Street?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Pedestrian casualties - bus collisions

Question No: 2013/3407

[Darren Johnson](#)

According to Freedom of Information data released by Transport for London, an average of over one pedestrian death per month and one serious injury per day have resulted from collisions involving buses over the course of your Mayoralty. As Chair of TfL why have you not ordered an analysis of casualty data to see if there are 'hotspots', or problem routes, which could be addressed?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Mini Hollands

Question No: 2013/3408

[Darren Johnson](#)

Thank you for the answer to question 1915/2013. Can you clarify that when you state that the bulk of the £100m 'will not be spent until future years', you mean 2015/16 onwards?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Going Dutch

Question No: 2013/3409

[Darren Johnson](#)

Despite your promise to Go Dutch, you are currently allowing unsafe, badly designed road schemes to be consulted upon that have minimal, or non-existent cycling provision, such as: Tottenham Hale, Cobden Junction and Tottenham Court Road. Nor do the plans for Aldgate roundabout deal with all the safety issues. When will you start to make cyclist safety a priority in all road redesigns?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycling budget

Question No: 2013/3410

[Darren Johnson](#)

On December 1st last year, you announced that £913m would be spent on cycling in the Transport for London 10 year business plan. Can you please provide figures for the estimated budgets between this year and 2015/16 for the following projects:

- Cycling superhighways
- Mini-Hollands
- Quiet Routes
- Central London Grid
- East-west cycling Crossrail
- Safer Junctions

Can you provide a similar breakdown by project for the whole of the ten year business plan?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cyclists killed or seriously injured

Question No: 2013/3411

[Darren Johnson](#)

Thank you for your answer to question 1920/2013 where you state that "it is correct to say that the total number of cyclists killed or seriously injured (KSI) in London increased' by 125 each year, since you were elected Mayor. What was the rate of KSI per cyclist in 2008 and 2011, on both TfL roads and across London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycling casualties

Question No: 2013/3412

[Darren Johnson](#)

Thank you for your answer to my question 1919/2013 stating that 'it is correct to say that there has been a slight increase in overall road casualties' of over 700 people a year. Can you explain why the number of casualties went down by around 17,000 in the previous eight years before you became Mayor, but has gone up since you were elected?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Garden Bridge

Question No: 2013/3413

[Darren Johnson](#)

Did you personally request that Transport for London help with the feasibility and planning of the Garden Bridge, even though the £4m cost to TfL may not be recoverable?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Free schools

Question No: 2013/3414

[Darren Johnson](#)

Are you concerned that the growth of free schools will give religious groups access to public funds, to enable them to create school environments which endorse sexist attitudes and discrimination against homosexuals? Will your criteria for supporting free schools rule out those which clearly discriminate in this way?

Written response from the Mayor

No. The Department for Education has clear standards about what attitudes will not be tolerated: applications to establish schools that undermine fundamental British values will not be successful. Any school – free or otherwise – found breaching these standards is subject to intervention by Ofsted.

Crystal Palace - planning decision

Question No: 2013/3415

[Darren Johnson](#)

Given that you have given your public backing to the plans to rebuild the Crystal Palace, who would determine the planning application?

Written response from the Mayor

I have delegated consideration of the planning application to Sir Edward Lister, my Chief of Staff and Deputy Mayor for Planning.

Crystal Palace - community involvement to date

Question No: 2013/3416

[Darren Johnson](#)

What contact did you or the rest of the GLA had with local community and business organisations regarding the plans to rebuild the Crystal Palace prior to your announcement on the 3rd October? Please list organisations and dates.

Written response from the Mayor

My officers continue to hold informal meetings with a number of representatives of the Crystal Palace community, as well as participating in Bromley's Executive Group of the Crystal Palace Park Management Board, which includes community representatives.

On 2 October the Board received the presentation from Arup on Mr Ni's proposals, which also formed the basis of the press launch the following day.

I have delegated consideration of the planning application to Sir Edward Lister, my Chief of Staff and Deputy Mayor for Planning.

Crystal Palace - assessments of impact

Question No: 2013/3417

[Darren Johnson](#)

What assessments had you undertaken, prior to your announcement on the 3rd October, of the impact of the plans to rebuild the Crystal Palace on:

- (a) the amenity of the park for local residents and visitors
- (b) existing local infrastructure, including the transport network
- (c) the local economy
- (d) the development needs of the local area?

Written response from the Mayor

Through our work on the Masterplan for Crystal Palace Park and the extensive community involvement in that project, I am well versed on the issues listed here, not least the estimated costs of upwards of £80 million to implement the Masterplan.

GLA officers have been working with officers from the London Borough of Bromley and Arup (as Mr Ni's representatives) since May to support the development of Mr Ni's proposals for the reconstruction of the Crystal Palace. Mr Ni has appointed Arup to develop an approach to the planning application, public engagement and the 'content' proposition for the Palace. This is consolidated into a prospectus which was made public on the day of the launch in hard copy and on a website.

All parties acknowledged on 3 October that there's a long way to go to realise Mr Ni's ambition, but I do welcome the proposition and believe it marks an exciting new chapter for the Park and the area

Crystal Palace - future community involvement

Question No: 2013/3418

[Darren Johnson](#)

What is your strategy for community engagement and what is the schedule for consultation engagements on the plans to rebuild the Crystal Palace?

Written response from the Mayor

The project is in its early stages and many of the details and design propositions still need to be worked out with local communities and other stakeholders but I expect Mr Ni's team to begin a public engagement process well in advance of Christmas. We have suggested this is modelled on the engagement process for the Masterplan (which has received very positive feedback).

In addition to ongoing dialogue over the coming year, there will also be a formal consultation as part of the planning application process

Crystal Palace - advisory board

Question No: 2013/3419

[Darren Johnson](#)

Will you create places on the advisory board for local community and business representatives?

Written response from the Mayor

In pulling together the Advisory Board, my intention is to bring together expertise in the fields of design and cultural attractions to help the Leader of the London Borough of Bromley and myself support and advise Mr Ni in the development of the proposal. The Advisory Board will not be decision making and is intended to sit alongside and often interface with a comprehensive engagement strategy which will need to fully involve the local community and business representatives. For this reason, I do not intend to involve these groups in the Advisory Board.

Crystal Palace - neighbourhood plan

Question No: 2013/3420

[Darren Johnson](#)

Will you work with the London Boroughs of Bromley, Croydon, Lambeth, Southwark and Lewisham to fund an evidence base and a neighbourhood planning exercise to identify the potential impact, problems and solutions associated with the plans to rebuild the Crystal Palace?

Written response from the Mayor

Given the political landscape of the area surrounding the Crystal Palace site, together with the London Borough of Bromley, I have initiated cross boundary discussions with the five boroughs mentioned. It is my intention to support this with detailed work that considers the impact and opportunity created by the development for the area irrespective of political boundaries. This work has been initiated but is yet to be scoped in detail.

I have delegated consideration of the planning application to Sir Edward Lister, my Chief of Staff and Deputy Mayor for Planning.

Crystal Palace - timetable

Question No: 2013/3421

[Darren Johnson](#)

Please give as much detail as possible about your timetable for developing the plans to rebuild the Crystal Palace.

Written response from the Mayor

The proposals are at a very early stage and a detailed programme will be developed over coming months and will rely on a range of factors. Nevertheless, the investor Mr Ni, and his team propose a full engagement process and a design competition will start before Christmas. Bromley Executive agreed on 16 October to enter into an exclusivity agreement with Mr Ni. Mr Ni's team estimates that a planning application will be submitted in the autumn of 2014, with which means construction could start in winter 2015 and The Crystal Palace could open in 2018.

New homes bonus

Question No: 2013/3422

[Darren Johnson](#)

What is your estimate of the new homes bonus money that the GLA will receive in 2014/15, and what do you intend to use it for?

Written response from the Mayor

My London Enterprise Panel has arranged a special meeting on the 26th November, which I will chair, to look at this very issue in more detail.

The paper outlining these discussions is published at:

<http://www.london.gov.uk/moderngov/documents/s28991/Item%206-%20Local%20Growth%20Fund%20paper.pdf>

Bedspaces in housing statistics (1)

Question No: 2013/3423

[Darren Johnson](#)

Thank you for publishing some statistics about affordable housing completions by bedroom size, following my question 1902/2013. Will you break the figures down by programme and tenure, for example distinguishing by affordable rent and social rent, as you have done with the general GLA funded housing starts and completions statistics?

Written response from the Mayor

We are not currently proposing any revisions to the data published on a monthly basis but will keep this under review.

Bedspaces in housing statistics (2)

Question No: 2013/3424

Darren Johnson

Thank you for publishing some statistics about affordable housing completions by bedroom size, following my question 1902/2013. Will you include separate figures for three, four, five and greater bedrooms, rather than lumping them all together in "3 beds and above", given the Assembly's view that there is a particular need for homes with more than three bedrooms?

Written response from the Mayor

I am committed to providing larger homes across London defined as homes with 3 or more bedrooms, our statistics reflect this target and are presented to be in line with my overall aim.

European regulations**Question No: 2013/3425**

Jenny Jones

I understand that you called for European public procurement regulations to be streamlined and pared back at the Institute of Directors conference on the 18th September. What specific changes would you like to see?

Written response from the Mayor

I was referring to the issue mentioned in response to your MQs 1888/2013 and 1889/2013. This concerns the European Commission's proposal to revise the EU Directives on public procurement which included provisions on modifications of existing contracts. These proposals would have added unnecessary burdens to management of large projects and therefore could have had a negative impact in particular on Transport for London. My officials raised this issue with the Commission and the European Parliament and I also wrote to the Government (letter copied to you in my letter of 10 July 2013, further to your MQs). I am pleased to say that, subject to final formal agreement by the EU institutions, the text has been amended in a way which meets our concerns.

Subsidy to London's financial services**Question No: 2013/3426**

Jenny Jones

Do you have an estimate of the effective subsidy, direct and indirect, given to London's financial services by the UK Government? If so, please give me details.

Written response from the Mayor

The Bank of England has done some work on the value of the implicit subsidy to the Banks (please see: http://www.bankofengland.co.uk/publications/Documents/fsr/fs_paper15.pdf). As this is a UK wide issue, I recommend you contact central Government.

Costs associated with London's financial services**Question No: 2013/3427**

Jenny Jones

What estimates do you have of the costs incurred by London's financial services on the rest of the capital's economy? For example, the damage of the recent banking crisis, tax avoidance, and illegal practices?

Written response from the Mayor

For financial crisis, please see my response to MQ 3426/ 2013.

Press release on Alternative Investment Fund Management Directive

Question No: 2013/3428

[Jenny Jones](#)

In a press release dated 9th July 2009, entitled 'Mayor warns EU not to strangle world's premier financial centre', you stated that "sources close to the hedge fund industry estimate that their tax contribution alone is around £3 billion per annum". Please disclose the sources or other evidence that supports this statement.

Written response from the Mayor

The information comes from the report produced by Open Europe, *The EU's AIFM Directive: Likely impact and best way forward*, dated September 2009 which can be found at the link below:

<http://www.openeurope.org.uk/Content/documents/pdfs/aifmd.pdf>.

Press release on Alternative Investment Fund Management Directive

Question No: 2013/3429

[Jenny Jones](#)

In a press release dated 9th July 2009, entitled 'Mayor warns EU not to strangle world's premier financial centre', you stated that "those close to the private equity business for instance estimate that the cost of regulatory compliance would be at approximately £30,000 each for the thousands of businesses owned by a PE fund or with substantial VC investment". Please disclose the sources or other evidence that supports this statement.

Written response from the Mayor

The information comes from the report produced by Open Europe, *The EU's AIFM Directive: Likely impact and best way forward*, dated September 2009 which can be found at the link below:

<http://www.openeurope.org.uk/Content/documents/pdfs/aifmd.pdf>.

Living wage - Whitehall

Question No: 2013/3430

[Jenny Jones](#)

In your manifesto you pledged to lobby the Government to adopt the London Living Wage across Whitehall. Please list the letters, meetings and other means by which you have lobbied for this since May 2012.

Written response from the Mayor

I pledged to do so and have publicly called on the Government to commit to paying the Living Wage across Whitehall. My understanding is that the DWP is currently working toward accreditation and I encourage other departments to follow its example.

Living wage - private sector

Question No: 2013/3431

[Jenny Jones](#)

Which employers or trade bodies have you contacted about the London Living Wage in each of the following sectors since May 2012? Outsourcing, hospitality, catering, cleaning, care and retail.

Written response from the Mayor

I am engaging with employers in all sectors, with particular focus on large employers in the financial and retail sectors. To become accredited employers, businesses must also commit to paying the London Living Wage to employees who work regularly on their premises – this covers a large number of workers in the hospitality, catering and cleaning professions, and those on outsourced contracts.

I refer you to the Living Wage Report, to be launched on 4th November alongside the new rate, which will list all accredited employers and those who are willing to publicly announce their status.

Intergovernmental panel on climate change report - 95% certainty

Question No: 2013/3432

[Jenny Jones](#)

Given your earlier views in your Daily Telegraph article attributing climate change to solar activity, do you, as Mayor of London, acknowledge the IPCC report finding which says that scientists are now 95% certain that humans are the dominant cause of global warming?

Written response from the Mayor

I am aware of the findings of the Report.

Intergovernmental panel on climate change report - leadership

Question No: 2013/3433

[Jenny Jones](#)

Your climate adaptation strategy stated aim is to position London as an international leader in tackling climate change. Given this commitment, please can you provide details of any public announcements or responses you have made regarding the findings of this landmark report?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Worst spot for Nitrogen Dioxide

Question No: 2013/3434

[Jenny Jones](#)

What was the worse spot for Nitrogen Dioxide air pollution in London, in 2012, according to your modelling?

Written response from the Mayor

Rather than identifying a single “worse spot” my officials have used the outputs of the London Atmospheric Emissions Inventory to identify 187 air quality focus areas where high concentrations of air pollution coincide with high levels of potential human exposure. A list of the areas as well as the methodology used for identifying them is available on the GLA website at: <http://www.london.gov.uk/sites/default/files/Cleaner%20Air%20for%20London%20-%20AQ%20Focus%20Area%20methodology.pdf>

Worst spot for PM10s

Question No: 2013/3435

[Jenny Jones](#)

What was the worse spot for PM10 air pollution in London, in 2012, according to your modelling?

Written response from the Mayor

Rather than identifying a single “worse spot” my officials have used the outputs of the London Atmospheric Emissions Inventory to identify 187 air quality focus areas where high concentrations of air pollution coincide with high levels of potential human exposure. A list of the areas as well as the methodology used for identifying them is available on the GLA website at: <http://www.london.gov.uk/sites/default/files/Cleaner%20Air%20for%20London%20-%20AQ%20Focus%20Area%20methodology.pdf>

New taxis - Euro 5

Question No: 2013/3436

[Jenny Jones](#)

In light of the report by Kings College into exhaust emissions in London will you urgently act to improve upon the requirement that all new taxis licenced should be Euro 5, as this may not be best for NO2 air pollution?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Review of taxi age limit

Question No: 2013/3437

[Jenny Jones](#)

Will you undertake a review of the 15 year taxi age limit in time for 2015, as this is when all the pre-Euro vehicles will finally be off the road? Will you examine the abolition of the turning circle as part of this review, so that taxi drivers have access to far less polluting vehicles than at present?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

On the road pollution monitoring

Question No: 2013/3438

[Jenny Jones](#)

One of the recommendations from the Kings College Report on pollution in London was that regular Remote Sensing Detector (RSD) monitoring should take place to reality check the claims made for new and emerging technologies. Will you undertake an annual survey of the real world emissions coming from vehicles on London's roads.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Road side testing

Question No: 2013/3439

[Jenny Jones](#)

Can you outline Transport for London's plans for emission road side testing of vehicles such as buses, when the Euro 6 standards begin to apply next year?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Taxi Age limit - emissions

Question No: 2013/3440

[Jenny Jones](#)

Did the calculation of emission reductions resulting from the Taxi Age limit take into account the potential increase in NO2 that could result in a switch to newer taxis? Was that calculation based upon an outdated version (2008) of the London Atmospheric Emissions Inventory?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Electric taxi

Question No: 2013/3441

[Jenny Jones](#)

Is Nissan backing away from bringing their electric taxi to London because of your failure to install an electric vehicle fast charging network?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

New Bus for London costs

Question No: 2013/3442

[Jenny Jones](#)

Thank you for your commitment made at the Assembly meeting on the 9th of October to providing the 'before' and 'after' costs to both operators and to Transport for London, which will show the true cost of the New Bus for London. Whilst I welcome your statement that 'I will let you have those figures', will this include the before and after contract prices for the relevant routes?

Written response from the Mayor

Yes, it is my intention to publish costs in due course once all aspects of negotiations are finalised. TfL has been publishing prices of new route contract awards since 2003.

Police stations for sale

Question No: 2013/3443

[Jenny Jones](#)

When property that has previously been part of the Metropolitan Police Service estate is to be sold, will you, instead of going straight to the market, work with local authorities and registered housing providers to explore how the asset could best meet strategic needs, whether that is providing affordable accommodation for key workers, social housing for low-income Londoners or helping local authority schools expand to meet the demand for school places?

Written response from the Mayor

MOPAC adopts an open and transparent approach in disposing of properties; this includes advertising properties for sale, liaising with other Deputy Mayors, functional bodies and local authorities as appropriate.

Councils, registered housing providers and government agencies such as the Education Funding Agency are welcome to bid

Metropolitan Police Service Capitalisation Charge

Question No: 2013/3444

[Jenny Jones](#)

Has the Metropolitan Police Service ever entered into any negotiations to have the Capitalisation Charge temporarily or permanently suspended? If so, what was the outcome?

Written response from the Mayor

The MPS has not entered into any negotiations to suspend or reduce the existing Capitalisation Charge.

Operation Herne

Question No: 2013/3445

[Jenny Jones](#)

The whistleblower Peter Francis and the eight women taking legal action against the Metropolitan Police Service for deceiving them into forming long term intimate relationships have refused to co-operate with Operation Herne and will only speak to a judge-led public inquiry. Are you still confident in the investigation is worth the time and resources?

Written response from the Mayor

The inquiry is far wider in scope than the allegations of Francis and the eight women taking civil action, with some matters subject of IPCC supervision and CPS consideration. The investigation must be able to fully investigate claims of potential criminality or misconduct.

Terms of deployment for undercover police

Question No: 2013/3446

[Jenny Jones](#)

Thank you for your answers to questions 3364/2013 and 3365/2013. Please could you let me know if the terms of deployment for undercover officers, which they have to sign to agree they have understood, includes and explicitly states that it is unacceptable to engage in a sexual relationship with the people they are targeting?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

"Lawrence amendment" on undercover policing

Question No: 2013/3447

[Jenny Jones](#)

I asked the following question in July 2013 (MQ2387/2013) and have not received an answer, will you please provide a response:

'Do you support Liberty's "Lawrence amendment" to the Anti-social Behaviour, Crime and Policing Bill, which is backed by Doreen Lawrence and would require prior judicial authorisation for undercover policing operations to ensure they are necessary and proportionate? '

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Operational Policing Measure

Question No: 2013/3448

[Jenny Jones](#)

I asked the following question in January 2013 (MQ0146/2013) and have not received an answer, will you please provide a response:

'Please could you let me know the number of MPS staff in organisational support, operational support and operational roles for the financial years 2008/09, 2009/10, 2010/11, 2011/12, 2012/13 and based on your draft plans your prediction for 2013/14 and 2014/15, broken down by borough?'

Written response from the Mayor

Please see my response to MQ 146 / 2013

Mobile phone use while driving

Question No: 2013/3449

[Jenny Jones](#)

Do you agree with comments made by the Metropolitan Police Commissioner that six penalty points may be a better deterrent for people caught using their mobile phone while driving?

Written response from the Mayor

Yes.

Youth training for police officers

Question No: 2013/3450

[Jenny Jones](#)

Are the Metropolitan Police Service planning to roll out the youth training scheme that was piloted by the Safer London Foundation?

Written response from the Mayor

The MPS recognise the need to develop a training needs analysis in a number of areas related to youth training including diversity, total victim care and community engagement.

The future role of the Safer London Foundation and its youth training scheme will be considered as part of this needs analysis.

The training needs analysis will be taken forward for discussion at the MPS Strategic Training Board meeting which will then inform the commissioning process to ensure the training can be adequately delivered, as per the needs of the organisation.

Prosecution rate for TfL bus drivers and regular drivers

Question No: 2013/3451

[Jenny Jones](#)

A constituent has asked if you could explain why there is a discrepancy in the prosecution rate for collisions which result in a fatality between Transport for London bus drivers and regular drivers?

Written response from the Mayor

TfL is not involved in the prosecution process for road-traffic collisions as this is a matter for the Police and Crown Prosecution Service.

MPS Flights, cars, drivers, hotels and Directorate of Public Affairs

Question No: 2013/3452

[Jenny Jones](#)

What is the budget for the Metropolitan Police Service in 2013/14 for a) flights, b) cars for senior officers, c) drivers, d) hotels e) the Directorate of public affairs?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Police overtime budget**Question No: 2013/3453**

[Jenny Jones](#)

What was the Metropolitan Police Service overtime budget in 2013/14 for (a) staff and for (b) police officers?

Written response from the Mayor

The MPS Overtime Budget for 2013/14 is:

Police:	£84.6M
Staff:	£25.0M
PCSOs:	£0.5M

This is a reduction on previous years in line with my commitment to deliver savings on the overall MPS budget of £500M by 2015/16.

Control room workforce mix**Question No: 2013/3454**

[Jenny Jones](#)

How many police officers and staff currently work in the Metropolitan Police Service control room?

Written response from the Mayor

527 officers and 1556 staff work in control rooms throughout the Metropolitan Police Service.

Card games on Westminster Bridge**Question No: 2013/3455**

[Jenny Jones](#)

A constituent has asked if you could ask the Metropolitan Police Service to deploy some Police Constables to patrol Westminster Bridge in the evenings to deter groups from operating card games, such as "Find the Lady"?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Electric Bus Trials**Question No: 2013/3457**

[Caroline Pidgeon](#)

Please give details of the trial taking place with electric buses that was reported at the TfL board meeting on 25 September 2013?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Low Ridership on Emirates Air Line (1)

Question No: 2013/3458

[Caroline Pidgeon](#)

What is your assessment of recent ridership figures on the Emirates Airline?

Written response from the Mayor

I am pleased to say that the total number of passenger journeys since the Emirates Air Line opened last summer has recently passed the three million mark. This includes one million passengers carried in the current financial year, which is in line with our forecasts.

Low Ridership on Emirates Air Line (2)

Question No: 2013/3459

[Caroline Pidgeon](#)

Do you consider the Emirates Air Line to be a component of London's public transport network or a tourist attraction?

Written response from the Mayor

Yes. The Emirates Air Line is a component of London's transport network. However, the unique nature of the journey and the views afforded means that it will always attract leisure users in a similar way to TfL's river services.

Low Ridership on Emirates Air Line (3)

Question No: 2013/3460

[Caroline Pidgeon](#)

Will you incorporate fully the Emirates Air Line into the Travelcard network?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Tram Extension to Sutton

Question No: 2013/3461

[Caroline Pidgeon](#)

What progress has been made in making decisions to fund a tram extension to Sutton?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Increase in Serious Road Casualties in London

Question No: 2013/3462

[Caroline Pidgeon](#)

TfL figures show a significant rise in serious casualties on London's roads - up 17% for those walking, up 18% for cyclists, up 6% for powered two wheelers and up 19% for those affecting children. What are you doing in response to this serious and worrying set of figures?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Continued Carriage of Bicycles on Crossrail Routes

Question No: 2013/3463

[Caroline Pidgeon](#)

What guarantees can you give to cyclists that existing lines taken over by Crossrail will have a similar or better regime for the carriage of bicycles when the lines and stations are transferred to Crossrail?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Transport for London - Transparency of Meetings

Question No: 2013/3464

[Caroline Pidgeon](#)

Will you agree to webcast those TfL Board meetings held at City Hall in rooms already equipped with webcasting equipment?

Written response from the Mayor

All meetings of TfL's Board are held at City Hall and have always been recorded and streamed live on the GLA website. The information you request is in the public domain and can be found at the Mayor's Webcast page <http://www.london.gov.uk/mayor-assembly/mayor/webcasts>.

GLA staff and Assembly Members can also access the webcasts from the GLA intranet:

<http://video.london.gov.uk/iptvguide/>.

Cycle Superhighways Review

Question No: 2013/3465

[Caroline Pidgeon](#)

TfL state that they are "currently re-evaluating the delivery schedule for its Barclays Cycle Superhighways programme," but they cannot say who is leading the review or when it is due to report. Can you confirm whether or not this review is really taking place and if so supply this missing information?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycling "Mini-Holland" Proposals (1)

Question No: 2013/3466

[Caroline Pidgeon](#)

What gaps in the "mini-Holland" proposal submitted by Richmond Borough must be addressed before funding is confirmed and what progress has been demonstrated to close these gaps?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycling "Mini-Holland" Proposals (2)

Question No: 2013/3467

[Caroline Pidgeon](#)

What gaps in the "mini-Holland" proposal submitted by Waltham Forest Borough must be addressed before funding is confirmed and what progress has been demonstrated to close these gaps?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Unreliable Lifts at Underground Stations

Question No: 2013/3468

[Caroline Pidgeon](#)

What assessment has been made of the reliability of the lifts at Underground stations given the frequent warnings made to passengers of lifts out of service?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Underground Station Names and Commercial Sponsorship (1)

Question No: 2013/3469

[Caroline Pidgeon](#)

In answer to former Assembly Member Mike Tuffrey's question about sponsorship of Underground station names (MQ0490/2012) you said, "I cannot see any circumstances in which we would sell naming rights for Tube stations." However on 10 October 2013 you suggested changing "Tottenham Court Road" to "Samsung Court Road" if the sponsorship offered were sufficient. Is this a complete reversal of your earlier position or were you mocking demands for increased sponsorship of the London Underground?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Underground Station Names and Commercial Sponsorship (2)

Question No: 2013/3470

[Caroline Pidgeon](#)

Given your suggestion that "Tottenham Court Road" Underground station could be renamed "Samsung Court Road" if the sponsorship offered were sufficient, can you identify any Underground stations where you are not open to changing their names no matter how high the inducement?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Yellow Box Junction Enforcement

Question No: 2013/3471

[Caroline Pidgeon](#)

Please publish a list of yellow box junctions on TfL roads that have camera enforcement of moving traffic offences for stopping in the yellow box.

Written response from the Mayor

TfL's overriding focus is on keeping London moving and reducing delays and this includes ensuring yellow box junctions remain clear.

TfL regularly ensures that enforcement activity is appropriate and is a critical part of their traffic management obligations. It however does not release details of locations where it does or does not enforce because to do so would undermine its ability and legal duty to manage the red route network.

Releasing any information about the yellow box junctions that are not enforced would lead to a decrease in compliance at those junctions. This would adversely affect the flow of traffic on the red route and lead to a need to increase enforcement at those locations.

As a publicly funded organisation, TfL has a duty to effectively balance the resources available to it. The deterrent effect caused by selective but not universal enforcement is an important factor in achieving that balance.

"Pool Oystercards" Held by Businesses and Organisations

Question No: 2013/3472

[Caroline Pidgeon](#)

Some businesses and other organisations keep "pool Oystercards" for the use of staff and others to make journeys around London on public transport. However topping up such Pay As You Go is proving a barrier to the wider use of such Oystercards with top-ups depending on visiting a nominated Underground station within a short period of time which may be difficult to predict with pooled Oystercards. What steps will you ask TfL to take to make topping up of pool Oystercards straightforward for businesses and other corporate organisations?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

LIP Funding

Question No: 2013/3473

[Caroline Pidgeon](#)

London Borough councils continue to be concerned at cuts to LIP funding proposed by Transport for London. As TfL maintains that overall funding to Boroughs will not go down, will you commit to re-allocating these funds to ensure that LIP funding does not reduce for any London Borough in the coming TfL Business Plan?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Contactless Payment and Fare Evasion

Question No: 2013/3474

[Caroline Pidgeon](#)

What steps will you ask Transport for London to take to ensure that a roll-out of contactless payment technology does not allow for increased fare evasion and how will ticket inspectors check that contactless payment cards have been used to enter tube and train networks correctly?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Insufficient Capacity on Bus Route C10

Question No: 2013/3475

[Caroline Pidgeon](#)

Londoners continue to complain about overcrowding on bus route C10. Will you ask Transport for London to examine how capacity on this route can be increased?

Written response from the Mayor

TfL are aware of this issue and are looking at ways of providing more capacity.

Complaints about bus route 381

Question No: 2013/3476

[Caroline Pidgeon](#)

Londoners continue to complain about bus route 381 saying there are long waits at bus stops and the service is slow and unreliable. Will you ask Transport for London to examine how this route can be improved?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Jubilee and Northern Line Closures

Question No: 2013/3477

[Caroline Pidgeon](#)

What steps will you take to ensure that in the planning of engineering works on the Underground, simultaneous closures of the Jubilee and Northern lines serving Southwark are avoided so that residents there are not unduly inconvenienced?

Written response from the Mayor

TfL carefully coordinates closures on the network to reduce the impact of works on customers. What this means for Southwark is that TfL will aim to maintain either a Jubilee or Bakerloo line service (or preferably both) if the Northern line is closed.

The current works plan (published at <http://www.tfl.gov.uk/assets/livetravelnews/realtime/tube/track-closures.pdf>) shows that any Jubilee line closures which do run concurrently to Northern line works, are limited to late opening on Sunday mornings and do not affect the section of the Jubilee line through Southwark, meaning passengers can change to / from the Bakerloo line at Waterloo.

Accessibility for Crossrail 2

Question No: 2013/3478

[Caroline Pidgeon](#)

Will you give a clear and unambiguous commitment that Crossrail 2 will be opened offering full step-free street-to-train access at all stations?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Targeted Fares Reductions

Question No: 2013/3479

[Caroline Pidgeon](#)

How will you respond to the resolution passed by the London Assembly in October 2013 calling on you to bring forward a programme of targeted fare reductions including-

A one-hour bus ticket - allowing bus passengers to change buses within a one hour period

Early-bird fares - bringing discounted fares for people who travel early in the morning and helping to reduce congestion in the morning peak

Part-time Travelcards - recognising the increase in the number of part-time workers and bringing their transport costs into line with full-time workers?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Advance Stop Line Enforcement

Question No: 2013/3480

[Caroline Pidgeon](#)

Following the seven-week trial of police enforcement of advance stop lines at traffic lights, what lessons have been learned from this work and what level of enforcement is planned in future?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

CBI "Connect More" Infrastructure Survey (1)

Question No: 2013/3481

[Caroline Pidgeon](#)

Have you read reports of the CBI/KPMG "Connect More" 2013 infrastructure survey? What is your response to its suggestion that, "By contrast to the wider trend in the south east, London-based businesses also score commuter rail poorly, ... suggesting that while the south east more broadly may have improved, the arteries into the capital are increasingly clogged. "

Written response from the Mayor

I absolutely agree that something needs to be done to resolve the increasingly congested conditions for commuters on rail lines into the Capital, services which currently fall outside of my responsibility.

Good transport links, ensured through sustained investment, are absolutely crucial for business and the key to London's and the UK's economic growth. It is why I pressed for a long-term investment settlement for transport in London in this year's Spending Round.

The benefits of investment are now being felt across Transport for London (TfL)'s services. For example, the same CBI infrastructure report points out that in London, almost three quarters of businesses believe the Underground system has improved. Where transport falls under my and TfL's remit, we continue to invest in and improve services to the benefit of our customers.

From 2018, Crossrail will help ease congestion on rail services into London, providing 10 per cent more rail capacity in the Capital. In addition, the Government will be investing heavily in

capacity on routes into London over the next five years, including train lengthening on many routes. But beyond these measures, two things in particular will make a significant impact:

- Further devolution of powers to award National Rail franchises, to enable us to improve reliability and service standards on rail services within London, and offer customers the same integrated, seamless experience they receive on the rest of TfL's network.

From 2015, TfL will have responsibility for the northeast London rail services between Liverpool Street and Enfield Town, Chingford and Cheshunt (via Seven Sisters); and

- To press ahead with Crossrail 2, the proposed north east-south west London rail link, which will be an absolutely critical part of the solution to tackling congestion on rail lines and at station termini in the south west and north east of the Capital.

Then we can continue to support the London and UK economy and lead this country into strong and sustainable growth.

Reducing Bus Collisions

Question No: 2013/3482

[Caroline Pidgeon](#)

What discussions have you had with Transport for London staff and board members about taking action to reduce the number of deaths and injuries resulting from pedestrians and cyclists hurt in collisions with London's buses?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

MOPAC annual report - London Crime Prevention Fund

Question No: 2013/3483

[Caroline Pidgeon](#)

The MOPAC Annual Report 2012-13 states that information on the successful bids to the London Crime Prevention Fund will be available on the MOPAC website. Those details do not yet appear to be available. When will you publish details of the successful bids as soon as possible?

Written response from the Mayor

Summary information on each of the successful bids will be available on the MOPAC website within the next month. This will include an overview of outcomes as well as the amount of funding that has been distributed for initiatives across boroughs.

Rape Crisis Funding and the London Crime Prevention Fund (1)

Question No: 2013/3484

[Caroline Pidgeon](#)

Borough allocations of the London Crime Prevention Fund had been agreed based on the delivery of performance based outcomes for funded projects. Subsequent to the successful bids being agreed, some boroughs have been asked for a financial contribution to the funding of Rape Crisis provision (a pan-London Mayoral commitment) and told that if they do not contribute the requested amount it will be deducted from their LCPF funding. Do you agree that this was not an ideal way to go about agreeing Rape Crisis centre funding, and that it

might have been simpler to top slice funding from the LCPF before going out to boroughs for applications?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Rape Crisis Funding and the London Crime Prevention Fund (2) Question No: 2013/3485

[Caroline Pidgeon](#)

Given that the Rape Crisis centres will be partially funded by the London Crime Prevention Fund will you agree to publish details of the service that they will provide for that funding including figures about demand for their services and outcomes?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Police Overtime - Ecuadorian Embassy

Question No: 2013/3486

[Caroline Pidgeon](#)

The MOPAC monthly report to the 19 September Police and Crime Committee set out that the full year forecast for Police Officer Overtime is £9.6 million of which £1 million was for policing the Ecuadorian Embassy (Operation Kudos). Further to MQ2887/2013 have you reviewed whether you will submit a claim to the Home Office for a reimbursement of some of these costs?

Written response from the Mayor

The MPS is currently exploring options for additional funding for operation Kudos from the Home Office.

Police Overtime - protection of the Royal Mews

Question No: 2013/3487

[Caroline Pidgeon](#)

The MOPAC monthly report to the 19 September Police and Crime Committee set out that the full year forecast for Police Officer Overtime is £9.6 million, of which £0.6 million is for the protection of the Royal Mews which is not DSP [dedicated security post] grant funded. Is it anticipated that the Royal Mews protection costs will be on-going? If so will you consider applying to the Home Office for additional DSP grant funding in future years?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

MOPAC senior salaries

Question No: 2013/3488

[Caroline Pidgeon](#)

In line with GLA practice will MOPAC agree to publish senior employee salaries above £58,200 together with names, job descriptions, responsibilities and budgets?

Written response from the Mayor

The MOPAC website has been under review and the updated information about senior employees will be available on it shortly.

Publication of GLA ICM phone polling

Question No: 2013/3489

[Caroline Pidgeon](#)

Director's Decision 1070 authorised the expenditure of £75,000 for ICM to carry out periodic telephone polls to survey the views of a representative sample of 1,000 Londoners. I am aware that one such poll took place on 11 September 2013. Given that the polls are carried out with public funds, when will you publish the results of the polls on the GLA website?

Written response from the Mayor

We anticipate that data for the survey in question will be published at the end of November.

Childhood Lost campaign

Question No: 2013/3490

[Caroline Pidgeon](#)

Will you support the Childhood Lost campaign, which is calling for six steps to stop child sexual exploitation?

Written response from the Mayor

I support the principles of the campaign. I will explore each of the six steps with the MPS and other key partners as part of my second Violence Against Women and Girls strategy that will be launched by MOPAC later this autumn.

MPS Procurement - uniforms

Question No: 2013/3491

[Caroline Pidgeon](#)

The Public Accounts Committee report on Police Procurement published in September highlighted the wildly varying prices which police forces pay for very similar items. What progress is being made by the MPS in setting up a collaborative programme to buy police uniforms across forces?

Written response from the Mayor

On 26 September, the Deputy Mayor for Policing and Crime approved a decision (DMPCD 2013 144) to initiate procurement action for the engagement of a national managed service provider for the supply of uniforms for the forty three police forces and British Transport Police, UK Border Agency, Civil Nuclear Constabulary and MoD Police.

Details of the decision can be found at <http://www.london.gov.uk/priorities/policing-crime/how-we-work/mopac-decisions/dmpc-decisions-september-2013>.

Employment programmes for young offenders - GLA ESF Youth Programme 2011-2013

Question No: 2013/3492

[Caroline Pidgeon](#)

What outputs have been reported from the GLA ESF Youth Programme Resettlement of Young Offenders Leaving Custody projects since they started in October 2012? When did each delivery partner commence work? How many young offenders have been supported? Are the projects covering all London boroughs?

Written response from the Mayor

To date, 200 young people have been supported on the programme since October 2012.

There are two providers who will be delivering the Resettlement of Young Offenders leaving custody projects. Nacro started delivery in October 2012 and have been operating on a pan London basis whilst the second provider was being procured. A contract is in the process of being finalised and the second provider will then start delivery by January 2014.

Pan-London domestic violence service

Question No: 2013/3493

[Caroline Pidgeon](#)

What funding has been identified to fulfil your commitment to commission and fund a pan-London domestic violence service and maintain the number of Independent Domestic Violence Advocates?

Written response from the Mayor

Funding for victims' services will be allocated to MOPAC from October 2014. MOPAC has commissioned Baroness Newlove to lead a review of victim services, including domestic violence services, across London. This will inform future funding and commissioning arrangements around existing domestic violence services and the development of a pan-London domestic violence service.

Requests for police visits by victims of crime

Question No: 2013/3494

[Caroline Pidgeon](#)

In answer to my question about how many victims of crime have requested a visit and how many visits have been carried out you responded that "It is not possible to show the number of requested visits versus received visits as this data is not captured" [MQ 2821/2013]. How do the MPS monitor whether all victims of crime who have requested a visit then receive one?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

A&E data sharing

Question No: 2013/3495

[Caroline Pidgeon](#)

Further to MQ2830/2012, how many A&E departments in London are currently sharing data locally with their Community Safety Partnerships? Of those how many are providing high quality and complete data? What work has MOPAC done with the Department of Health to improve data sharing at the London level?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Decisions about Police Station Sales

Question No: 2013/3496

[Caroline Pidgeon](#)

In answer to MQ1825/2013 about the sale of police stations you said "details of all disposals are published on our website once they are agreed by the Deputy Mayor for Policing and Crime". Both Wealdstone and Barking police stations are currently listed for sale with estate agents, however the corresponding Deputy Mayor for Policing and Crime decisions do not appear to be available online. Why is this? When will you publish the decisions to market these properties for sale?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

MOPAC residential properties for ACPO officers

Question No: 2013/3497

[Caroline Pidgeon](#)

Further to my question MQ3381/2012 how many MPS ACPO officers use properties provided by MOPAC? How many of these are rented and how many have been purchased? Are any of these properties not in use? What is the current valuation of these properties? What is the annual cost of upkeep?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Lay members of Police misconduct hearings

Question No: 2013/3498

[Caroline Pidgeon](#)

Further to MQ 2830/2013, how many existing independent lay members of police misconduct hearings are there currently, and how many new members are going to be recruited?

Written response from the Mayor

MOPAC currently have 17 independent members of misconduct panels who are all used by the MPS on a regular basis to assist with misconduct hearings. Their terms expire on 31 December 2013. All existing independent members have expressed an interest in continuing for a further four year term and arrangements for their re-appointment is underway.

The planned recruitment of a further 3 or 4 new independent members will be taking place in 2014/15 to facilitate staggered contract start and end dates.

Training for lay members of Police misconduct hearings (1)

Question No: 2013/3499

[Caroline Pidgeon](#)

Your answer to MQ2831/2013 stated that independent lay members of police misconduct panels had been provided with one training session since January 2012, and that training provision is currently being reviewed. To what extent are panel members consulted on their training needs?

Written response from the Mayor

Arrangements for the reappointment of independent members of misconduct panels is ongoing and the new contract start date will be 1 January 2014. The recruitment of a further 3 or 4 new independent members will take place in 2014/15. All reappointed members and the new members will be consulted to identify any knowledge gaps for the role and to ensure that all individual training needs are met.

Training for lay members of Police misconduct hearings (2)

Question No: 2013/3500

[Caroline Pidgeon](#)

Your answer to MQ2831/2013 stated that independent lay members of police misconduct panels had been provided with one training session since January 2012, and that training provision is currently being reviewed. Has MOPAC looked at what training is provided by other comparable forces as part of the review and when will the review be concluded?

Written response from the Mayor

The review of training has involved contacting other forces and court chambers to enquire about the availability of various training options. We are currently liaising with the MPS over the provision of the facilities used for misconduct hearings. We expect to have an agreed training package available for the commencement of the independent members new term of office on 1 January 2014.

Metropolitan Police Service - Cars and drivers (1)

Question No: 2013/3501

[Caroline Pidgeon](#)

Further to MQ2294/2013 how many officers have taken up their entitlement to the use of a car for personal use under ACPO terms and conditions?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Metropolitan Police Service - Cars and drivers (2)

Question No: 2013/3502

[Caroline Pidgeon](#)

Further to MQ2294/2013 what was the payment rate at which officers reimbursed the MPS for their private mileage before 1 June 2013? What was the total mileage and the total amount reimbursed for 2012/13?

Written response from the Mayor

Reimbursement is paid at HMRC advisory fuel rates. These rates change on a regular basis.

The current and historical payment rates can be found on the HMRC website:

http://www.hmrc.gov.uk/cars/fuel_company_cars.htm.

The total mileage declared for 2012/2013 was 464,528 miles and the amount reimbursed was £28,126.77.

ATOC Travel Concession for police officers (1)

Question No: 2013/3503

[Caroline Pidgeon](#)

The Deputy Mayor for Policing and Crime has recently agreed to spend £80million for the provision of a 4 year rail travel concession from the Association of Train Operating Companies (ATOC) for police officers (DMPCD 2013-131). How much was spent on providing the current

scheme between the Metropolitan Police Service, the City of London Police and ATOC which commenced on 1 April 2008 and expires on 31 March 2014?

Written response from the Mayor

The current ATOC which is due to end 31 March 2014 has an estimated total cost of £90.15 million

ATOC Travel Concession for police officers (2)

Question No: 2013/3504

[Caroline Pidgeon](#)

The Deputy Mayor for Policing and Crime has recently agreed to spend £80million for the provision of a 4 year rail travel concession from the Association of Train Operating Companies (ATOC) for police officers (DMPCD 2013-131). Does this include payments to First Capital Connect and London Midland?

Written response from the Mayor

The terms and conditions of the new contract will be announced by the end of the year when commercial negotiations are concluded. It is intended to cover all major train operators in the London area, as it has in the past. It will provide the best value to the London taxpayer.

ATOC Travel Concession for police officers (3)

Question No: 2013/3505

[Caroline Pidgeon](#)

The website of the Hertfordshire Police Federation suggests that their police officers are entitled to free travel concessions on some First Capital Connect and London Midland routes. Why are MOPAC paying ATOC for these rail concessions when Hertfordshire are not?

Written response from the Mayor

MOPAC is currently negotiating the terms and conditions of a new 4 year contract with ATOC for the provision of a travel concession to Metropolitan Police Officers which will run from 1 April 2014. The contract will allow police officers to travel on National Rail services within an agreed area.

I cannot comment on any concessions provided to officers working for Hertfordshire Police by ATOC.

TfL free travel for Hertfordshire Police

Question No: 2013/3506

[Caroline Pidgeon](#)

The website of the Hertfordshire Police Federation suggests that their police officers are entitled to free travel on London Buses, London Underground, Tramlink, Docklands Light Railway and London overground services. Why does TfL provide free travel to Hertfordshire Police officers?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Costs of vacating SNT base

Question No: 2013/3507

[Caroline Pidgeon](#)

Please outline the costs associated with:

- a) The renting and fitting out of the Safer Neighbourhood Team base on Trundle Street, SE1 in 2010/11; 2011/12; 2012/13.
- b) The costs of breaking the lease and vacating the SNT base on Trundle Street prior to the expiry of the Metropolitan Police Service's 10 year lease of this space.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Source London - public partners

Question No: 2013/3508

[Stephen Knight](#)

How many London boroughs are currently members of the Source London consortium?

Written response from the Mayor

27 London boroughs are currently members of the Source London consortium. These boroughs are:

London Borough of Brent
London Borough of Camden
London Borough of Croydon
London Borough of Ealing
London Borough of Enfield
London Borough of Hackney
London Borough of Hammersmith and Fulham
London Borough of Haringey
London Borough of Harrow
London Borough of Hillingdon
London Borough of Hounslow
London Borough of Lambeth
London Borough of Lewisham
London Borough of Merton
London Borough of Newham
London Borough of Redbridge
London Borough of Southwark
London Borough of Sutton
London Borough of Wandsworth
London Borough of Barking and Dagenham
London Borough of Bexley
London Borough of Bromley
Royal Borough of Greenwich
Royal Borough of Kensington and Chelsea

Royal Borough of Kingston upon Thames
Westminster City Council
The City of London

Affordable Homes Programme 2015-18

Question No: 2013/3509

[Stephen Knight](#)

Further to reports that the Greater London Authority is considering funding the building of new homes for social rent in the 2015-18 affordable homes programme, by when do you expect to confirm the number, and tenure, of affordable homes proposed for London in 2015-18?

Written response from the Mayor

We expect to publish a funding prospectus in late November 2013 and make funding allocations in summer 2014.

Help to Buy

Question No: 2013/3510

[Stephen Knight](#)

What is your assessment of the number of homes currently on the London market that will be eligible for inclusion in the second phase of the Help to Buy scheme?

Written response from the Mayor

There is no single dataset which captures the homes currently on the market and their values

London Housing Market - supply and demand

Question No: 2013/3511

[Stephen Knight](#)

Further to your answer to MQ 1865/2013, do you accept that if the supply of new homes in London continues to be outstripped by demand then further rises in rents are likely, if not inevitable?

Written response from the Mayor

I would not attempt to predict the future course of prices or rents in London, but I have been very clear that we must substantially increase housing supply to meet London's rising housing requirements.

Custom Build Housing and Community Right to Build programmes

Question No: 2013/3512

[Stephen Knight](#)

How many applications have been received for the Custom Build Housing and Community Right to Build programmes since their launch in London on 17 July 2012?

Written response from the Mayor

The GLA has received two Custom Build and five CRtB applications since the programmes launch. Both programmes have received a steady amount of interest and we are anticipating new applications in the coming months.

Community Right to Build programme

Question No: 2013/3513

[Stephen Knight](#)

Of the £3m of revenue funding available to community groups in London through the Community Right to Build programme, how much has been allocated to date? For how long is this funding available?

Written response from the Mayor

The GLA has allocated a total of £347,958 across three CRtB projects since the programmes launch. The programme is currently intended to be open until March 2015. We will keep this under review.

Custom Build Housing programme

Question No: 2013/3514

[Stephen Knight](#)

Of the £5m of capital funding awarded to the GLA in 2012 to support custom build housing in London, how much has been allocated to date?

Written response from the Mayor

Thus far, the GLA has provisionally allocated a total of £2,385,000 of Custom Build loan finance.

New Bus for London - emissions (1)

Question No: 2013/3515

[Stephen Knight](#)

Please list the engine exhaust emissions (g/km) from the 2013 Euro V version of the New Bus for London for each of the following pollutants: PM10; PM2.5; and NO2.

Written response from the Mayor

These details have already been published for question 1243/2013. There is no size breakdown for particulate matter (PM) under air quality legislation so the figure given is for overall PM. Similarly, there is no separate figure for and NO and NO2 as a combined measure for NOx is used.

New Bus for London - emissions (2)

Question No: 2013/3516

[Stephen Knight](#)

When do you expect to publish details of the 'on road' emissions of the New Bus for London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

New Bus for London - green credentials

Question No: 2013/3517

[Stephen Knight](#)

As you may know, due to the uniqueness of the new bus - and the fact there is currently no second-hand market for these vehicles - TfL has been forced to purchase all 600 vehicles directly and operate them for their entire working life (of at least 14 years). How environmentally-friendly do you expect the New Bus for London will appear in 14 years' time compared with contemporary 2027 models?

Written response from the Mayor

TfL has purchased 600 vehicles in one large order as this will save money for London. It would be more expensive for bus operators to buy them in smaller batches at higher unit costs in relation to the route contracts they win, and then pass these on to TfL.

Buses in London operate up to two full contract terms which results in the oldest vehicles being up to 14 years. At any time there will be a range of technologies and engine generations.

I believe the New Bus for London will lead to an era of increasingly clean vehicles in the capital from now on. This will certainly be the case during 2014 when subsequent production vehicles are fitted with the latest ultra-low emission Euro 6 engine, making it cleaner still.

In my 2020 Vision I aspire to see the current 600 swell to 2000. Such a sizeable expansion would be linked to overall fleet replacement so that the best emissions profile can be achieved, with vehicles harnessing the latest engine generation and technology as it becomes available.

New Bus for London - vehicle weight

Question No: 2013/3518

[Stephen Knight](#)

Further to MQs 2885/2012 and 0941/2013, are you now in a position to confirm the kerb weight and maximum gross vehicle weight (GVW) of the New Bus for London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cleaner Air for Schools programme (1)

Question No: 2013/3519

[Stephen Knight](#)

How many schools are currently participating in the Cleaner Air 4 Schools programme?

Written response from the Mayor

Six schools in four boroughs are currently participating in the programme. In addition the GLA is working with a further seven boroughs to develop and deliver similar programmes in approximately forty schools.

Cleaner Air for Schools programme (2)

Question No: 2013/3520

[Stephen Knight](#)

How much GLA funding has been allocated to support the Cleaner Air 4 Schools programme in 2013/14?

Written response from the Mayor

The GLA allocated £100,000 in FY12/13 to the Cleaner Air 4 Schools programme, which was matched by £60,000 from Defra and £25,000 from each of the four participating boroughs.

Using EU funding a further £25,000 has been allocated in 2013/14 to support the roll out of the programme to the London Borough of Southwark.

Provision of newspapers, periodicals and journals for the GLA

Question No: 2013/3521

[Stephen Knight](#)

Please provide a list of the newspapers, periodicals and journals currently supplied to the Greater London Authority (GLA) under its contract with Willis News Distribution Ltd. Please also provide the annual cost of subscribing to each individual publication where known.

Written response from the Mayor

The corporate contract to supply newspapers, periodicals and journal to the GLA by Willis News Distribution Ltd expired on 31 August 2013. The GLA then exercised an option in the existing TfL contract with SWETS Information Services Ltd which commenced on 1 September 2013.

The total value of newspapers, as at the start of the new contract is £14,986.92 and for journals/periodicals it is £9,113.38, giving a total of £24,100.30. When journals and publications are due for renewal the continuing need for them is being reviewed.

Air Quality Initiative of the Regions

Question No: 2013/3522

[Stephen Knight](#)

Thank you for your answer to MQ2966/2013. The Air-quality Initiative of the Regions (AIR) position paper to which you refer also calls for a simplification of the limit value regime and flexibility over the current compliance assessment. In what ways specifically will your lobbying as part of the 'Year of Air' strengthen air pollution laws?

Written response from the Mayor

It is my understanding that the European Commission will not be proposing revisions to the Ambient Air Quality Directive this year. Instead the focus is now on the National Emissions Ceiling Directive and the Thematic Strategy on Air Pollution.

My response to the European Commission air quality consultation states:

“A stricter National Emissions Ceilings Directive (NECD) is clearly necessary to reduce background concentrations... A more ambitious NECD is vital for reducing air pollution to levels within the limit values of the air quality directive, especially for particulate matter, and to tackle the impact of transboundary pollution between member states.”

My priorities for the Thematic Strategy are to ensure effective European standards to address emission sources and secure additional resources for cities to tackle local air pollution.

I believe that these changes would strengthen the action being taken across Europe to improve air quality.

EU Air Quality Policy Review

Question No: 2013/3523

[Stephen Knight](#)

What meetings have you or your officials had since 01 May 2013 concerning the European Commission's review of air quality policy?

Written response from the Mayor

My officials and I regularly discuss a range of topics, including air quality, with the European Commission and other European partners to achieve the best deal for London.

My priorities for the air quality policy review are to ensure effective European standards to address emission sources and secure additional resources for cities to tackle local air pollution.

I am committed to an open process and have published various documents, including the GLA's responses to European consultations on air quality, on the GLA website.

London Underground - Tunnel Cleaning Machine

Question No: 2013/3524

[Stephen Knight](#)

Further to MQ2315/2013, can you confirm that the new Tunnel Cleaning Train will begin testing in December 2013?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Air Quality on the Tube - information and advice

Question No: 2013/3525

[Stephen Knight](#)

Further to MQ2314/2013 can you confirm that you intend to publish information about the dust levels recorded on the underground on TfL's website by the end of the calendar year (i.e. 31 December 2013)?

Written response from the Mayor

As I said in that previous answer, TfL hopes to be able to publish this information on its website by the end of the year. You are correct that this means the calendar year 2013.

Ultra Low Emission Zone - consultation

Question No: 2013/3526

[Stephen Knight](#)

Further to MQ 2327/2013, what is the timetable and process for allowing stakeholders to submit their preliminary views on the Ultra Low Emission Zone (ULEZ) planned for central London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

London Atmospheric Emissions Inventory - NO2 and PM

Question No: 2013/3527

[Stephen Knight](#)

Please list the top five locations in London with the highest modelled annual mean concentrations of nitrogen dioxide (NO2) and particulate matter (PM10) in 2012 according to the latest London Atmospheric Emissions Inventory?

Written response from the Mayor

Rather than identifying the “top five” locations my officials have used the outputs of the London Atmospheric Emissions Inventory to identify 187 air quality focus areas where high concentrations of air pollution overlap with high levels of potential human exposure. A list of the areas as well as the methodology used for identifying them is available on the GLA website at:<http://www.london.gov.uk/sites/default/files/Cleaner%20Air%20for%20London%20-%20AQ%20Focus%20Area%20methodology.pdf>

Nitrogen Dioxide - public exposure

Question No: 2013/3528

[Stephen Knight](#)

According to the latest version of the London Atmospheric Emissions Inventory (LAEI), how many people in each London borough were exposed to concentrations of nitrogen dioxide exceeding the legal annual limit value in 2012?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Mayor's Air Quality Fund

Question No: 2013/3529

[Stephen Knight](#)

How much funding has been allocated to 'greenwalls' or similar schemes from your Mayor's Air Quality Fund? Please provide a breakdown by scheme and grant.

Written response from the Mayor

Eleven out of thirty-four schemes provisionally funded by the Mayor's Air Quality Fund include an element of Green Infrastructure. These schemes include green walls, green screens as well as more informal tree and shrub planting. For all schemes green infrastructure is only one part of the full proposal, for example green infrastructure will be used as part of a broader set of activity at schools or to complement cycling infrastructure and urban realm improvements.

The total funding provisionally awarded to these eleven schemes is £1,680,000. This is based upon initial scheme estimates. More detailed scheme proposals will be received at the end of October from which the cost of green infrastructure elements can be more accurately estimated.

Please see the table attached in Appendix 1 for an outline on the schemes containing green infrastructure elements.

Urban Broadband Fund

Question No: 2013/3530

[Stephen Knight](#)

Where and on what has the Urban Broadband Fund been spent in London so far?

Written response from the Mayor

BDUK (an investment vehicle to drive UBF funding across UK) has provisionally allocated the GLA £25 million of UBF funding through the Growing Places Fund. This is in the process of being allocated.

Apprenticeship Target

Question No: 2013/3531

[Stephen Knight](#)

Can you specify how you intend to meet your target of creating 250,000 apprenticeship placements by 2016?

Written response from the Mayor

Over the last year we have worked hard, in partnership with the National Apprenticeships Service, to achieve this challenging target. Through the London Enterprise Panel we have brought even more resources to support the London Apprenticeships campaign. I have also written to companies in the capital that have not previously taken on apprentices as well as a direct mail campaign to SMEs.

London's Property Taxes

Question No: 2013/3532

[Stephen Knight](#)

What progress have you made in convincing the Treasury that London should retain its own Stamp Duty revenue streams to fund home building?

Written response from the Mayor

My officials have met with Treasury Ministers and officials, as well as those from other Government departments, to discuss the devolution of the full suite of property taxes to London government and to answer technical questions raised; they will continue to do so. The City Centred campaign, which represents London and the Core Cities, will continue to make the case to policy makers for city devolution.

New York Tourism Partnership

Question No: 2013/3533

[Stephen Knight](#)

By how much do you expect levels of tourism and business activity to rise between London and New York as a result of the New York Tourism Partnership?

Written response from the Mayor

The key objectives of the New York Tourism Partnership are to:

- 1) Boost tourism between both cities
 - 2) Promote London's cultural offering to our No.1 tourist market
 - 3) Share digital best practice between our respective promotional organisations
- This activity is part of our goal to enhance London's reputation in key tourism markets, with the aim of generating GVA for the London economy through additional tourism visits. We cannot accurately predict the increase in levels of tourism this activity will produce, however as with all London & Partners' tourism campaigns a full evaluation will be completed.

European Language Teaching

Question No: 2013/3534

[Stephen Knight](#)

The recent Mayoral Decision 1271 on the teaching and learning of Arabic in London is welcome. However the poor knowledge and take-up of European languages has led to numerous well researched reports of the UK being seriously underrepresented in the EU institutions, which is detrimental to London's influence in Brussels and elsewhere. Londoners' knowledge of French, German, Spanish and Portuguese is also vital for this city's European and indeed global trade and business.

Do you have any plans to work with the British Council, or other institutions, to improve the uptake and teaching of European languages in London?

Written response from the Mayor

Modern foreign and ancient languages are a priority in my London Schools Excellence Fund. I am funding a number of projects focused on improving the teaching and uptake of languages, including European languages. At my first Education Conference 2013, there will be a panel session on the importance of modern foreign and ancient languages.

London Schools Excellence Fund

Question No: 2013/3535

[Stephen Knight](#)

In your own words, the London Schools Excellence Fund is spending £24 million on high performing schools. What are you doing to help schools which are not performing as well?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Childcare in the Education Inquiry

Question No: 2013/3536

[Stephen Knight](#)

The Health and Public Services Committee (as it was then known) recommended that early education and childcare be part of your Education Inquiry. Why did you reject this?

Written response from the Mayor

The Assembly's recommendation to include improving access to early years' education within the inquiry was drawn to the attention of the independent Education Inquiry Panel at its meeting on 14 March 2012. By then, however, the scope of the inquiry had been decided.

Parental Employment and Childcare Policies

Question No: 2013/3537

[Stephen Knight](#)

Do you have a specific set of policies aimed at parental employment and childcare in London? If not, why not?

Written response from the Mayor

I have tasked my London Enterprise Panel, which I personally chair, with increasing employment and skills in the capital for all Londoners, and specifically to look at this very issue to ensure that more parents are able to return to work with the skills they need to compete in London's economy.

In particular, my Panel are developing on the ESI Funds London strategy, which in consultation with the Child Poverty Action Group and London Councils has developed two priorities:

- **tailored support and advice for parents and carers returning to work** on flexible and affordable childcare, benefits, debt, housing, skills, access to quality part-time and flexible jobs. In particular, lone parents who have not accessed the Work Programme, lone parents with children under the age of 5 claiming inactive benefits and non-working partners in low income working families; and
- **support for jobless households/ families** furthest from the labour market to reduce child poverty through improving employability, particularly those affected by the benefit cap with problems of homelessness, rent arrears and housing overcrowding. Projects should link to the local authority 'Troubled Families Programme' where appropriate.

Childcare Assessment

Question No: 2013/3538

[Stephen Knight](#)

Will you consider commissioning the GLA's Data Management and Analysis Group to create a London-wide assessment of supply and demand for childcare?

Written response from the Mayor

No. I don't see the need for this as local authorities have the duty to assess the sufficiency of supply to meet the needs of working parents. Ofsted also publishes statistics on the number of registered places in London and all local authority areas in England.

Pupil Increase

Question No: 2013/3539

[Stephen Knight](#)

According to London Councils, pupil numbers in London will have increased by 90,000 by 2016. How have you been preparing for this?

Written response from the Mayor

Members of my Intelligence Unit presented in detail on this work at the Assembly's Education Committee meeting on 19 September. Please also see my reply to MQ 3903 / 2013.

Term Times

Question No: 2013/3540

[Stephen Knight](#)

Many educational leaders fear that the ability in 2015 for schools to set their own term times, instead of local authorities, will only add to parents' childcare difficulties. This is why the Welsh government has taken steps to harmonise school holidays in Wales. Do you agree London school term times should also be harmonised? If not, why not?

Written response from the Mayor

Allowing all schools to set their own term dates brings state maintained schools in line with academies. Schools will take the impact on parents into account in making decisions about term dates and will consider it alongside the educational arguments. All parents have an opportunity to express their views through their representatives on their school's governing body. It is in the

interest of all parents and pupils for schools to have this flexibility and many parents see positive benefits to the change.

West End VIP Day

Question No: 2013/3541

[Stephen Knight](#)

On the 24th November 2012 you were quoted in the Metro newspaper as saying that "VIP Day has become an essential part of London's shopping calendar, and what better place to host it than the world's best retail district. This weekend showcases the best of shopping London has to offer, and builds on the momentum of the magnificent year London has had."

Following the decision not to hold a 'VIP Day' this year, can you clarify whether: (1) you were consulted before the decision was made for this regular event to not take place this year and if so what representations did you make, and (2) do you still stand by the view that you expressed last year that the event is an "essential" part of London's shopping calendar?

Written response from the Mayor

The decision on what events to hold in Oxford Street, Regent Street and Bond Street is a matter for the members of the New West End Company (NWECC) and I am guided by these businesses and their needs.

NWECC stage numerous events throughout the year, VIP Day is one of them. The organisers made a decision this year to focus on other events.

Maintenance of verges (1)

Question No: 2013/3542

[Tony Arbour](#)

How many miles of road verge, including hedges and ditches, does Transport for London maintain in London?

Written response from the Mayor

TfL's Network Asset Management System data does not record verges in a linear manner, but rather by surface area. It shows that TfL maintains a little over 67,000m² of highway verge. This from a total 'Green Estate' of 3,366,000 m² which ranges from suburban woodland through to planters including high profile locations such as the central reserve of Park Lane.

Maintenance of verges (2)

Question No: 2013/3543

[Tony Arbour](#)

How much does Transport for London pay to contractors to maintain these verges?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Maintenance of verges (3)

Question No: 2013/3544

[Tony Arbour](#)

How does Transport for London ensure that work is carried out promptly and effectively by contractors in maintaining the verges, including hedges and ditches, on the TfL network?

Written response from the Mayor

TfL's contractors carry out maintenance of verges partially on a planned cyclical basis, for example carrying out a specified number of grass cuts per year, and partly on a reactive basis, such as cutting foliage which could obscure traffic signs. TfL sets a service standard for activities according to local considerations. For grass cutting this ranges from 'close mown' grass with frequent cuts in residential areas through to 'amenity' grass cut less frequently in more rural areas.

TfL agrees programmes of work for cyclical works with its contractors and monitors timeliness and quality through a combination of the contractors' site records and site inspections. Timely completion of works to the required quality contributes to performance indicators which measure the contractors' performance against a cross section of contract services. Stringent performance targets have been set and failure to achieve the required standards has commercial consequences.

If you have specific concerns, please let TfL know.

Section 136 suites

Question No: 2013/3546

[Tony Arbour](#)

ACPO research demonstrates that police officers are losing more than an hour a day managing mental health incidents that should be dealt with by healthcare professionals. (i) What percentage of mental health detainees are going straight to places of safety? (ii) How long on average do officers have to wait for a Section 136 suite? (iii) What, if any, agreements are there between local NHS trusts on transfers if Section 136 suites in one area are busy?

Written response from the Mayor

It is not possible to specifically calculate how long MPS officers spend waiting for a place of safety, although anecdotally officers on average spend less than an hour at the place of safety.

In those cases where a place of safety is unable to receive an individual the responsibility for locating an alternative remains with hospital staff. The London Mental Health Partnership Board is developing more consistent ways of working across London.

In addition, London has been chosen as a pilot area to develop a triage service which aims to:

- Reduce the number of detentions made under s136 of the Mental Health Act 1983.
- Reduce the amount of time police officers spend dealing with incidents involving people with mental illness.
- Ensure that people suffering from mental illness are referred to appropriate services that give them the support they need.

I will ask MOPAC meet with you to discuss this matter further.

Police acting as ambulances

Question No: 2013/3547

[Tony Arbour](#)

In medical emergencies, police transport is available to casualties as "a last resort" but in London there are reports that the police now regularly transport patients on the ambulance service's behalf because ambulances are delayed or fail to turn up. How many times have the police done this in the last measurable month?

Written response from the Mayor

The MPS and London Ambulance Service (LAS) share a working group looking at a variety of tactics to improve the service each agency provides to each other. On average the MPS sends 6,500 requests for LAS assistance per month, ranging from high to low acuity cases. The working group has been monitoring occasions of MPS officers conveying patients. In September 2013 there were 50 conveyances by MPS where ambulances were delayed, primarily due to ambulances being reassigned to more acute cases; this represents 0.77% of MPS demand to LAS.

Metropolitan Police's entrance exam

Question No: 2013/3548

[Tony Arbour](#)

Does MOPAC support the MPS's Diversity Health Check document which recommends weighting placed on the "Written Communication" section of the Metropolitan Police's entrance exam is lowered?

Written response from the Mayor

The MPS is currently considering whether and how to make its entrance requirement more appropriate to the needs of Londoners.

Notting Hill redevelopment

Question No: 2013/3550

[Andrew Boff](#)

What consideration will TfL be giving to cyclists in the redevelopment of the Notting Hill junction?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Olympic Stadium

Question No: 2013/3551

[Andrew Boff](#)

What is the total value of contracts currently out to tender for the conversion on the Olympic Stadium?

Written response from the Mayor

The value of contracts currently out to tender for the conversion on the Stadium on Queen Elizabeth Olympic Park cannot be released as this may impact on the procurement process.

Chobham Manor (1)

Question No: 2013/3553

[Andrew Boff](#)

How many of the homes in the first phase of the Chobham Manor development will have three bedrooms?

Written response from the Mayor

Chobham Manor will be the first neighbourhood on Queen Elizabeth Olympic Park.

The whole development will deliver up to 850 units, comprising 28 per cent affordable housing and at least 75 per cent family housing.

Phase 1 will deliver 259 units and building commences 2014, subject to planning approval.

Of the 259 units in Phase 1, 146 are 3 bedroom homes.

Chobham Manor (2)

Question No: 2013/3554

[Andrew Boff](#)

How many of the homes in the first phase of the Chobham Manor development will have four bedrooms?

Written response from the Mayor

Chobham Manor will be the first neighbourhood on Queen Elizabeth Olympic Park.

The whole development will deliver up to 850 units, comprising 28 per cent affordable housing and at least 75 per cent family housing.

Phase 1 will deliver 259 units and building commences 2014, subject to planning approval.

Of the 259 units in Phase 1, 40 are 4 bedroom homes.

Chobham Manor (3)

Question No: 2013/3555

[Andrew Boff](#)

How many of the homes in the first phase of the Chobham Manor development will have five bedrooms?

Written response from the Mayor

Chobham Manor will be the first neighbourhood on Queen Elizabeth Olympic Park.

The whole development will deliver up to 850 units, comprising 28 per cent affordable housing and at least 75 per cent family housing.

Phase 1 will deliver 259 units and building commences 2014, subject to planning approval.

Of the 259 units in Phase 1, 13 are 5 bedroom homes.

London Housing Targets

Question No: 2013/3556

[Andrew Boff](#)

From your new London Plan housing targets with London boroughs, what proportion do you expect will be family homes?

Written response from the Mayor

The SHLAA does not identify the type of units that will be delivered. Sites capacity is calculated on density assumptions based on defaults set from the 'Sustainable Development Quality' matrix. These densities assume that the mix of homes in locations with the highest PTAL scores will include more one and two bed units, whereas developments in lower PTAL areas will predominantly be family sized. The actual type of units delivered will depend on the site specific circumstances and a borough's identified housing need.

Sexual exploitation

Question No: 2013/3557

[Andrew Boff](#)

In my MQT Question 2013/0168 I was told that in 2010, 3% of cases involving sexual exploitation involved male victims and that this increased to 13% in 2012. What number of cases were there in total in each of these years in London?

Written response from the Mayor

The total number of cases of sexual exploitation identified by the police in London over the period 2010-2012 is as follows:

- 2010 – 67 (of which 97% were female victims and 3% were male victims)
- 2011- 167 (of which 97% were female victims and 3% were male victims)
- 2012- 146 (of which 87% were female victims and 13% were male victims)

Police Misconduct Cases

Question No: 2013/3559

[Roger Evans](#)

1. In the past year how much did it cost the Metropolitan police to fight misconduct cases?
2. How many of these cases took place in the past year?
3. What percentage of these cases were won by the Met?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Police Misconduct Cases on Patrol

Question No: 2013/3560

[Roger Evans](#)

1. In the past year how much did it cost the Metropolitan police to fight misconduct cases which occurred when officers were on patrol?
2. How many of these cases took place in the past year?
3. What percentage of these cases were won by the Met?

Written response from the Mayor

It is not possible to answer the question as the MPS do not differentiate between misconduct cases arising from when officers were on patrol, and those which do not.

Seven Kings Station

Question No: 2013/3561

[Roger Evans](#)

Given your welcome confirmation at the recent Transport Plenary that, of the seven Crossrail Stations that do not currently have step-free access, Seven Kings is at the top of the list to be converted, when can my constituents expect to know a firm completion date?

Written response from the Mayor

I have made it clear that it is my aim to provide step free access at all Crossrail stations and work has already begun to look at technical solutions to make the remaining seven stations step free. These initial feasibility studies are expected to be completed by the beginning of next year, which will identify technical requirements as well as outline costs and timescales.

Struck Out

Question No: 2013/3564

[Richard Tracey](#)

Given that the Prime Minister has expressed support for the idea of banning tube strikes and replacing them with a system of binding pendulum arbitration, what steps will you take to help ensure that this reform, which in polls has consistently been shown to have the strong support of Londoners, is implemented?

Written response from the Mayor

As I have said in previous answers, I agree that Londoners need relief and protection from the disruptive impacts of threatened or actual strike action on the Underground, a course of action pursued too readily and with insufficient mandate by trades unions over many years.

As in my 2012 manifesto, I continue to believe that the way forward is to require unions to have a 50 per cent turnout threshold in order for strike action to be lawful. I have repeatedly made this case to the Government and will keep on doing so.

Crystal Palace Reconstruction & Tram Extension

Question No: 2013/3568

[Steve O'Connell](#)

What impact will the proposed development/reconstruction of Crystal Palace have on the business case and viability for the Crystal Palace tram extension?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Overcrowding on New Addington Tram route

Question No: 2013/3569

[Steve O'Connell](#)

You will be aware of the strength of feeling regarding the severe overcrowding issues on the East Croydon to New Addington tram route. Can you therefore please urge TfL to address this issue as a matter of urgency.

Written response from the Mayor

It is important, firstly, that we all recognise what TfL has achieved with Tramlink, and the important role it is playing in the regeneration of this part of London. Busy trams are a sign of this success.

Nonetheless, we need to respond to growing demand. Analysis shows that at the moment the most crowded section is the route to Wimbledon, so TfL is working to extend Line 4 from Therapia Lane to Wimbledon to increase capacity by 50 per cent by early 2016.

This is the second phase of Tramlink's capacity enhancement programme. The first phase was the launch of Line 4 in June 2012, to relieve crowding on the most heavily used section of the network, between Arena and Sandilands.

I appreciate that trams on the New Addington route can also be busy. TfL will of course keep demand levels under review and will in future look at what additional measures may be needed to meet rising demand, funding permitting.

London Plan Further Alterations

Question No: 2013/3570

[Steve O'Connell](#)

What areas of the London Plan are you looking to review as part of the Further Alterations process, and what are the current timetables for this?

Written response from the Mayor

I am considering a range of options for reviewing the London Plan including whether an alteration should focus on:

- adding substance to the principle set out in REMA and agreed by the Secretary of State that the London Plan is the 'London expression of the National Planning Policy Framework';
- providing London with a robust, interim planning framework to address the key housing and employment issues arising from a substantial increase in population and to support recession recovery, until the long term implications of these are clear ; and
- ensuring through minor changes that the Plan is updated and robust in terms of fact; changes in national policy; support for the Mayor's Housing and other strategies and where relevant addresses other advice to the Mayor such as that from the Outer London Commission.

Outer London Commission

Question No: 2013/3571

[Steve O'Connell](#)

When do you expect the Outer London Commission to make its next report and what issues will it be considering?

Written response from the Mayor

The Outer London Commission will conclude its third round of meetings in November 2013 and will report thereafter. The Commission is considering a range of issues including:

- the implications of reduced growth in comparison goods retail floorspace demand as a result of internet shopping and the effect of the recession on consumer expenditure
- approaches to realise the housing potential of outer London's town centre
- realising the potential and improving the offer of outer London's trading estates
- updating, and making more relevant to Outer London, guidance on improving and managing the night time economy.

Children on roads

Question No: 2013/3572

[Victoria Borwick](#)

What groups of children are considered at most risk on London's roads and at what times of the day is this the case?

Written response from the Mayor

I am pleased that in 2012 the number of child fatalities on London's roads dropped to five, the lowest since records began.

Analysis undertaken by TfL shows that as children grow up and undertake more independent travel, and travel for longer distances, the risk of them being injured on the road increases. There is a peak in the number of injuries experienced as a result of road collisions at the age of 11-12 when children start secondary school and their travel patterns often substantially change. Analysis also shows casualty peaks during the day at the start and end of the school day. Overall, more boys are injured than girls in London.

The peak in casualties for this age range has led to TfL providing road safety education to children in primary school, before they start secondary school, as well as to secondary school children. Recently, TfL has revamped its Junior Travel Ambassador programme. This programme builds on the success of the Junior Road Safety Officer initiative and aims to improve safety for primary school pupils before they make the transition to secondary school. TfL has also extended the Youth Travel Ambassador (YTA) project for 12-16 year olds and regularly runs marketing campaigns on child and teenager safety, to deliver further reductions in the number of children injured on London's roads.

Convictions for dangerous driving

Question No: 2013/3573

[Victoria Borwick](#)

1. How many bus drivers have received convictions following accidents with TfL buses?
2. What action do you think TfL should take when a bus driver receives a conviction for dangerous driving following an accident with a TfL bus?
3. Should TfL measure the number of convictions, related to any charges of dangerous driving by drivers of TfL buses, following an accident?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Respecting Pedestrian victims

Question No: 2013/3575

[Victoria Borwick](#)

Could all pedestrians that have a fatal accident as a result of contact with a TfL vehicle, have their names mentioned and publicly acknowledged by TfL, as is the practice with cyclist fatalities?

Written response from the Mayor

Yes, if subject to the wishes of the individual's family.

TfL Bus driving

Question No: 2013/3576

[Victoria Borwick](#)

1. How many hours is a bus driver's shift and what are the permitted rest breaks?

2. Would TfL consider studying whether accidents are linked to gaps in the service or shift patterns? For example, when a driver tries to make up time to keep within a schedule, or when a bus driver is tired near the end of their shift?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

TfL pension fund (1)

Question No: 2013/3577

[Gareth Bacon](#)

What would be the annual saving if the Government were to recognise the TfL pension scheme as a public, rather than private sector scheme, both in terms of paying off the pension deficit more slowly and no longer having to contribute to the pension protection fund?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

TfL pension fund (2)

Question No: 2013/3578

[Gareth Bacon](#)

How much money would be saved by merging the TfL pension fund with the LPFA?

Written response from the Mayor

There are no current estimates of what savings may arise from closer working between the Pension Funds of LPFA and TfL as there has been no recent work undertaken on a merger.

King George V DLR station

Question No: 2013/3579

[Gareth Bacon](#)

What was the cost of new signage for the whole station when King George V DLR station was built?

Written response from the Mayor

The signage at King George V was funded through the Private Finance Initiative that built the City Airport extension. It is not possible to accurately extract these specific costs from the overall budget.

Kings Cross redevelopment

Question No: 2013/3580

[Gareth Bacon](#)

What was the cost of new signage associated with the redevelopment of Kings Cross St Pancras Underground station?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Thames Garden Bridge

Question No: 2013/3581

[Gareth Bacon](#)

Are you looking into the opportunity of paying for the Thames Garden Bridge via commercial sponsorship?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Crossrail 2 consultation**Question No: 2013/3588**

[Jennette Arnold](#)

Can the Mayor please update me on the outcome of the public consultation on Crossrail 2 that ended on 2 August 2013?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

School Class Sizes**Question No: 2013/3589**

[Jennette Arnold](#)

If classes in Free Schools that you have committed to set aside land for exceed more than 30 pupils, will this strengthen or weaken education standards?

Written response from the Mayor

Free Schools have to abide by the law on the maximum number of pupils per class, just like other schools do.

Unqualified teachers in schools (1)**Question No: 2013/3590**

[Jennette Arnold](#)

Would you be happy for unqualified teachers to teach in the in Free Schools that you have committed to set aside land for?

Written response from the Mayor

Independent schools have always been able to hire brilliant people who have not sought to obtain QTS (Qualified Teacher Status). The Department for Education has given Free Schools and Academies the same freedom as independent schools to hire great teachers who can inspire their pupils.

SureStart closures**Question No: 2013/3591**

[Jennette Arnold](#)

Between May 2010 and January 2013, 126 SureStart Children's Centres closed in London. Do you have any Mayoral plans to deal with the consequences of these closures?

Written response from the Mayor

Sure Start centres are the responsibility of local authorities.

Highbury Corner Gyrotory

Question No: 2013/3592

[Jennette Arnold](#)

Given that TfL have long had plans to redevelop the gyrotory at Highbury Corner, can the Mayor update me on the situation here please?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycle superhighway

Question No: 2013/3593

[Jennette Arnold](#)

The cycle superhighway that passes through Cable Street ends at Tower Hill with limited direction for cyclists on where to go should they wish to continue their journey into central London. This endangers cyclists in a very busy part of London. Why does this superhighway end at the city boundaries, rather than continuing into the centre of London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycle parking stands

Question No: 2013/3594

[Jennette Arnold](#)

Does the Mayor have plans to increase the number of cycle parking stands across London? And, if so, what is the timeframe for this and where will they be?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Meetings with the Secretary of State for Health

Question No: 2013/3595

[Jennette Arnold](#)

At MQT on 17 July, I asked about your meetings with the Secretary of State for Health, Jeremy Hunt, in relation to London's A&Es being under considerable pressure during the summer. You advised me that you saw "him a couple of weeks ago" but although your 11th Mayor's report lists a meeting with Jeremy Hunt on 27th March this year, your 12th, 13th and 14th reports (covering 9th May to 28th August) list no subsequent meetings with the Secretary of State for Health.

For clarification, would you please provide me with a list of all the meetings you personally have had with the Secretary of State for Health, any other Health Ministers, and any senior health officials during 2013?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Air pollution

Question No: 2013/3596

[Jennette Arnold](#)

According to a recent report by Clean Air in London, the area around the North Circular in Walthamstow is one of the most air polluted areas in London. What are the Mayor's plans to remedy this?

Written response from the Mayor

I am committed to improving air quality across London and have allocated the London Borough of Waltham Forest funding through my Air Quality Fund to deliver measures to improve air quality in the borough. This includes £320,000 to improve air quality in Walthamstow Town Centre and £400,000 for a variety of partnership projects with other boroughs.

Building on the proposals and actions set out in my Air Quality Strategy, TfL is developing a Transport Emissions Action Plan which will look at ways and means to further reduce the Oxides of Nitrogen (NOx), particulate matter (PM) and carbon dioxide emissions from transport throughout London. This includes accelerating the introduction of hybrid buses, with 1,700 expected to be on street by 2016 including 600 of the New Bus for London. In addition TfL is spending £28m to retrofit 900 Euro III buses with Selective Catalytic Reduction (SCR) equipment to reduce their emissions and replacing a similar number with low emission Euro VI models. These buses will be targeted at pollution hotspots across London, including seven identified in Waltham Forest.

Alongside this work the GLA is taking action to address emissions from non-transport sources, including introducing minimum emission standards for construction equipment, retrofitting more than 90,000 homes and developing the "air quality neutral" approach for new developments.

Section 23 Stop and Search (follow up from question 2987/2013)

Question No: 2013/3597

[Jennette Arnold](#)

The report I referred to in my question submitted for September's MQT is 'The Numbers in Black and White: Ethnic disparities in the Policing and Prosecution of Drug Offences in England and Wales' (published by Release, August 2013). A white person in Hackney caught in possession of cocaine as a result of being stopped and searched is charged only 20% of the time, while a black person is charged 67% of the time. The report reveals this is the case; why do you believe this is so?

Written response from the Mayor

This report is based on data that pre-dates the introduction of the Stop-It initiative in January 2012, which has seen not only a fall in the number of stops and searches, but also a reduction in the disproportionality ratio in searches conducted on white and BME Londoners and an increase in the number of arrests. In Hackney for the period October 2012 to September 2013 the arrest rates from all stop and search encounters are 24.7 % for white people and 21.8% for black people.

The Equality and Human Rights Commission publication "Stop and Think Again" (May 2013) reported positive developments with regard to MPS use of Stop and Search. These included a reduction in race disproportionality in the use of Stop and Search.

I repeat the point made in the response to MQ 2987 that many factors influence a decision whether to charge or caution a person, and every decision is assessed on an individual basis and in accordance with Home Office guidelines.

Walthamstow Stadium redevelopment

Question No: 2013/3598

[Jennette Arnold](#)

In regards to the redevelopment which is going on around the site of the Walthamstow Stadium, what level of grant is being provided by the GLA to L&Q and on what unit mix is it based?

Written response from the Mayor

I am supporting this development with £2,190,000 of capital funding from the 2011/15 Affordable Homes Programme. This will allow for the provision of 73 homes for rent and 39 homes for shared ownership.

Old Street Roundabout (1)

Question No: 2013/3599

[Jennette Arnold](#)

Would you agree that the the Government been too slow to release funds for the £50m project to transform Old St and create a new "Open Institute"?

Written response from the Mayor

The GLA's working relationship with the Government is very good, with regular meetings and feedback. Significant attempts have thus been made to get the Treasury to give a formal assurance that the funding will be released and allow efficient progress of the project. We are working together to agree its scope.

Old Street Roundabout (2)

Question No: 2013/3600

[Jennette Arnold](#)

If the Government was to renege on its promise and deliver less than £50m are there contingency plans in place to make up any shortfall?

Written response from the Mayor

Please see my response to MQ 3599 / 2013.

Old Street Roundabout (3)

Question No: 2013/3601

[Jennette Arnold](#)

If the Government fails to deliver the funding on time, necessitating the allocation of £87,000 from the GLA's central contingency budget, will attempts be made to recoup these costs from central Government?

Written response from the Mayor

Please see my response to MQ 3599 / 2013.

Old Street Roundabout (4)

Question No: 2013/3602

Jennette Arnold

What was the outcome of the community consultation on the project that took place this summer? Have any changes been made to the project as a result?

Written response from the Mayor

The engagement process, which took place over three months this summer, reported back in September with eleven different content proposals for the Institute, together with draft spatial requirements and indicative annual programmes of events. These content proposals are now being tested and iterated over the next three months with key stakeholders and members of the business community. A response to the report is being created which will outline: the content proposals to be taken forward and in what timescale, the preferred location options for the physical space; and the proposed governance structure for the Institute.

Question: Lea Bridge station transfer to TfL**Question No: 2013/3603**

Jennette Arnold

Do you have an update on whether it is intended that the stations south of Cheshunt, including the new Lea Bridge station, and the local stopping train service will transfer to TfL when track improvements have been completed?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Question: Black History Month**Question No: 2013/3604**

Jennette Arnold

I welcome the Mayor's collaborative work he's doing with Tim Campbell and it's great news that this year the Mayor will be celebrating Black History Month. Can the Mayor confirm that this will now be an annual event for the remainder of his Mayoralty?

Written response from the Mayor

Black History Month is a wonderful opportunity to acknowledge the myriad contributions that African and African – Caribbean Londoners have made to the capital.

I was delighted to host it this year at City Hall.

Question: MPS Recruitment**Question No: 2013/3605**

Jennette Arnold

The £800-£1000 cost of the Certificate in Knowledge of Policing (CKP) which the MPS now requires recruits to complete before they can start as a new police constable will reduce the number of applicants from lower-income households. Making the MPS's workforce more reflective of London as a whole is a major priority, which will be adversely affected by this charge. What are you doing to provide financial support to those people from lower-income households who want to complete the CKP?

Written response from the Mayor

Making the MPS workforce more reflective of London is indeed a major priority. The MPS is aware that CKP funding may be a barrier for some potential applicants and is actively looking to create support, details of which are currently being worked on. This is part of a wider

programme of work to advance our recruitment challenge and to create a force that looks more like London.

Overground Rail Routes

Question No: 2013/3606

[Jennette Arnold](#)

I have been asked by a constituent to put the following question to you:

On 2 July 2013, TfL announced that they will take control of overground rail routes that run from Liverpool Street station to Enfield Town and Cheshunt. In the press release, it states "no date has been fixed for the transfer, although TfL hopes that it will be during 2015". Can you provide me with a more accurate estimation of when much-needed works at the station will commence?

Written response from the Mayor

I am delighted that the Government has agreed to transfer responsibility for these routes to TfL. TfL is now working with the Department for Transport and the current operator to put in place detailed arrangements for the transfer, including confirming a transfer date (expected to be during 2015) as soon as possible. Station improvement works will commence once the transfer has taken place. TfL will provide more information once it becomes available.

I would like to thank the Assembly for its support in achieving this excellent decision, which will allow TfL to cut delays, refurbish stations, and put these lines on the Tube map for the first time.

Stamford Hill Train Station

Question No: 2013/3607

[Jennette Arnold](#)

I have been asked by a constituent to put the following question to you:

On 2 July 2013, TfL announced that they will take control of overground rail routes that run from Liverpool Street station to Enfield Town and Cheshunt from 2015. Stamford Hill has one of the highest birth rates in London, while a recent Hackney Council survey revealed that over 50% of the over-55 age group in the new Woodberry Down ward self-identify as having a disability. As a result, there are a disproportionate number of residents with prams or physical impairments that experience great difficulty with stairs and therefore cannot access the station. With this in mind, what reassurances can you provide with that TfL will make Stamford Hill overground station 'step free'?

Written response from the Mayor

I am delighted that the Government has recently announced a further £103 million in Access for All funding for England and Wales. TfL will be able to nominate for step-free access stations on the Overground, the future Crossrail route, and the lines out of Liverpool Street that will be devolved. TfL is already working to identify which stations it may nominate, and will provide more information once it becomes available.

Woodberry Down and Safer Neighbourhood Team structures

Question No: 2013/3608

[Jennette Arnold](#)

Following a Local Government Boundary Commission review, from 2014 local government boundaries will be re-drawn in parts of Hackney. One of the new wards will be Woodberry

Down. Can the ward's residents expect their own Safer Neighbourhood Team and, if not, what kind of community policing are they likely to receive?

Written response from the Mayor

Safer Neighbourhood Teams across Hackney will be boosted by an additional 100 officers, meaning 154 Safer Neighbourhood Officers will be working across the borough. In accordance with the Local Policing Model, Woodberry Down Ward will have a named police officer and a named PCSO dedicated to working with local residents and businesses to address issues of concern to them. In addition, other officers across the neighbourhood will continue to work across all six wards to tackle crime and anti-social behaviour.

Youth unemployment on Woodberry Down

Question No: 2013/3609

[Jennette Arnold](#)

Other than handful of 'Well London' apprenticeships, what are you doing to tackle disproportionately high levels of youth unemployment on Woodberry Down estate?

Written response from the Mayor

Through the 2007-13 London European Social Fund programme around £76m has been invested to tackle youth unemployment. Of these programmes, three are delivering in the north London catchment area, which includes Woodberry Down. These projects are: Interg8, delivered by 3SC, Work Smart London, delivered by Leonard Cheshire Disability and Staying in Touch delivered by Nacro.

London will receive a further £678m EU funds to be matched domestically in 2014-2020. The draft European Structural and Investment Fund Strategy for 2014-2020 includes tackling youth unemployment as a key investment priority.

As Hackney residents the young people of Woodberry Down will also have been eligible to participate in my Host Borough Employment and Skills project which supported economically inactive people into sustained employment. More than 2,500 people across the Olympic Host Boroughs were supported into work through the project, of whom more than 1250 have already stayed in work over a year.

Woodberry Down, Stamford Hill and Barclays Cycle Hire

Question No: 2013/3610

[Jennette Arnold](#)

When can the people of Woodberry Down and Stamford Hill expect the cycle hire scheme to arrive in their area?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Stamford Hill and the 73 Bus

Question No: 2013/3611

[Jennette Arnold](#)

Why did TfL decide to cut the 73 bus service from Stamford Hill?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Stamford Hill bus to Golders Green

Question No: 2013/3612

[Jennette Arnold](#)

When can the people of Stamford Hill and Woodberry Down expect you to fulfil your pre-election promise of a bus service to Golders Green?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

DLR Land on Cable Street (1)

Question No: 2013/3613

[John Biggs](#)

This land has been so neglected by SERCO/DLR that residents raised it with the London Borough of Tower Hamlets, who in turn cleaned it. Can you give an assurance to the Council tax payers of Tower Hamlets that the cost of these cleaning will be re-imbursed?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

DLR Land on Cable Street (2)

Question No: 2013/3614

[John Biggs](#)

I have been contacted by residents of Cable Street who are frustrated by the total lack of cleaning by SERCO/DLR of this land near their homes. I am sure you will agree this is disrespectful to residents who care about their environment. Will you give a commitment to these Londoners that this area will be cleaned regularly?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Illegal Hoardings

Question No: 2013/3615

[John Biggs](#)

Will you ensure, as Chairman of TfL that you investigate and report on alleged illegal advertising hoardings erected on land owned by the DLR on Cable Street between Cannon Street Road and Dock Street E1?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

London Living Wage

Question No: 2013/3616

[John Biggs](#)

Do you know which members of the G15, London's largest affordable housing providers pay all their staff the London Living Wage. And if some do not, will you proactively encourage them to do so?

Written response from the Mayor

I refer you to the published list of accredited employers which will be launched alongside the announcement of the new figure on 4th November.

Housing providers work in an industry where sub-contracting arrangements are commonplace, which adds complexity to the accreditation process. I understand that the G15's policy agenda rightly includes due consideration of the impact of high living costs on working Londoners. I encourage all employers to commit to paying their staff the London Living Wage.

Safer Lorry Charge

Question No: 2013/3617

[John Biggs](#)

On 4th September you announced that consultations on your proposals for a "Safer Lorry Charge" will begin in early 2014. Two weeks later another cyclist fatality occurred in a collision with a tipper truck. It is clear that London's roads do not offer cyclists sufficient safety. Will you now agree to bring forward this consultation as a matter of urgency?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Barclays Bike Docking Stand 1

Question No: 2013/3618

[John Biggs](#)

I have been contacted by constituents and local Councillors who believe that a Barclays Bike Docking Stand at Orchard Place would benefit residents, workers and students from the Trinity Bouy Wharf Area. There is a stand at East India DLR station which leaves commuters with a long walk to Trinity Bouy Wharf. Will you ask TfL to look at plans for this with Tower Hamlets Council?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Barclays Bike Docking Stand 2

Question No: 2013/3619

[John Biggs](#)

Constituents who did not want a docking station near their homes at Old Ford Road in Bow, and thought they had seen this proposal off, found it was recently installed anyway. What light can you shed on this?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Fixed Odd Betting Terminals

Question No: 2013/3620

[John Biggs](#)

Do you agree there is a growing and parasitic presence of Fixed Odd Betting Terminals in many deprived areas of London, particularly in my constituency. Would you write to the Government in support of better regulation of Fixed Odd Betting Terminals?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cyclists' Safety

Question No: 2013/3621

[John Biggs](#)

When roadworks are taking place it often appears as though no thought has been paid to how cyclists and vehicles will get round the roadworks safely. There is normally just a sign that says 'Cycle Lane Closed'. For instance no provisions have been made for cyclists using the CS2 which is currently being built between Bow and Newham eastbound and their options are either to use the road with vehicles going very fast, where it is difficult to manoeuvre into the right space or to use the pavement and risk being fined by the police. What can you do to ensure that cyclists are not left stranded because of roadworks?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Equalities and Ticket Offices

Question No: 2013/3622

[John Biggs](#)

What EIA has been carried out into proposals to close Underground Ticket Offices, and can you publish this?

Written response from the Mayor

At this point TfL is continuing to develop its plans for improving customer service on the Tube.

This work will include an equality impact assessment of any proposals that may be put forward, which of course will be publicly available.

Super-Cameras

Question No: 2013/3623

[John Biggs](#)

It has been reported that new Infra-red enforcement cameras will be able to 'catch' far more transgressing motorists than the more conventional photographic ones. And that these can be installed without advance warning notices. Will you support their use in London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Local Government Budget Cuts

Question No: 2013/3624

[John Biggs](#)

While London Councils face continuing massive budget cuts, the GLA is being relatively (but only relatively) lightly hit. What explanation, other than favouritism, can you give for this, and will you join London's councils in opposing the scale of their cuts?

Written response from the Mayor

I recognise the challenges which London boroughs will face in managing the reductions in funding they will face in 2014-15 and 2015-16. I am also committed to working with London Councils to ensure that we both maximise the share of the national cake which the capital's authorities receive and make the case for the devolution of additional tax revenues so that we can continue to invest in meeting our future infrastructure needs.

However, care must be taken in making comparisons between different types of local authorities, including the GLA.

Barking Police Station

Question No: 2013/3625

[John Biggs](#)

While the reprieve of Dagenham Police Station is welcome, why will the police office in Barking Town Centre only be open Monday-Fridays 9-5 (extended to 9pm on Thursdays and Fridays)? The footfall and night time economy issues in Barking Town Centre, which is the busiest public place in the Borough, suggest that this is a rather short-sighted decision. In addition, with a rapidly growing population and growing demand for services, and a higher level of crime reports per capita than most boroughs, and amongst the highest for Outer London, this seems doubly short-sighted. The local authority has written to your Deputy Mayor for Policing and Crime but he has not answered their concerns. Will you use your authority to ensure this matter is properly discussed and the strength of local opinion taken into account?

Written response from the Mayor

Following concerns raised through the Community Safety Partnership, the Borough Commander extended the opening to the Thursday and Friday evenings. He has also proposed that on moving to the new front office provision at the Barking Learning Centre the opening hours of the new standard front counter will be further changed to reflect footfall.

To reflect demand in Barking, the number of officers allocated to the Barking neighbourhood area under the new Local Policing Model represents a substantial increase and exceeds the numbers in the other areas.

This will allow more operations to be mounted under Operation Safer Streets, similar to the one carried out between June and September this year.

Euston Road

Question No: 2013/3626

[Tom Copley](#)

A constituent has got in touch to report that on the Euston Road, just below Euston Station and near to the Friend's House the road is in such a poor state it makes it almost impossible to cycle. Could you please look into this and, if it is a TfL road, ensure that it is made fit for purpose.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Question topic: Affordable housing conversions

Question No: 2013/3627

[Tom Copley](#)

Are you factoring the rents charged on converted social rent properties into your overall 65% average rent target for Affordable Rent in London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

London Greeters

Question No: 2013/3628

[Tom Copley](#)

After the Olympics the London Greeters scheme was set up. This is staffed entirely by volunteers and run by the 5 Olympic Boroughs and Camden. The current funding for this scheme is coming to an end. Can you offer any assistance to ensure this scheme can continue its valuable work?

Written response from the Mayor

As you are aware, the London Greeters programme was launched in February 2011 in the five host boroughs, along with Camden who also joined the scheme. Initial funding of £40,000 was provided by the London Development Agency to support the launch of the scheme. The intention was that it would be handed over from the local authorities to be run locally by volunteer greeters, as per the original scheme in New York. To date, £24,000 of the original money remains unspent, as running costs are minimal and these funds are assigned to the programme going forward. I understand that meetings are taking place week commencing 21 October 2013 between the London Borough of Greenwich, who have run the programme through their Tourist Information team across the six boroughs since 2011, and an association of London Greeters. The purpose of these meetings is to begin the process of handing over management of the programme and the budget to the volunteers.

Blacklisting

Question No: 2013/3629

[Tom Copley](#)

You previously stated that 'Blacklisting is an unacceptable and illegal practice' and referred to GLA contractors needing to comply with the Employment Relations Act 1999 (Blacklists) Regulations 2010. I now draw your attention to Leigh Day Solicitors document 'Blacklisting the blacklists' which I ask you read. Will you now commit to the GLA taking a more proactive approach in checking whether contractors have been involved in blacklisting and follow the recent example of the Welsh Government to ensure companies that are blacklisted are excluded from GLA procurement?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Buses on Diversion

Question No: 2013/3630

[Tom Copley](#)

A constituent has got in touch about the spoken announcements and displays buses provide when there are persistent road works resulting in buses being on diversion. They referred specifically to long standing road works in Camden since last December. When there are long

standing diversions could buses inform passengers of the revised route rather than just say "This bus is on diversion"?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Capital Towers (1)

Question No: 2013/3631

[Tom Copley](#)

What is the proportion of a) market, b) affordable housing for homeownership, c) Affordable Rent and d) social rent on the Capital Towers development on the Olympic Park? Please outline the reasoning for the amount that was agreed for each tenure. Please also state whether this housing was provided off-site.

Written response from the Mayor

The Capital Towers (2-12 Stratford High Street) scheme is not located on the Olympic Park. The site is located on Stratford High Street within the London Borough of Newham. It is a 100% market scheme.

The application fell within the ODA's planning boundary and it delegated the decision to LB Newham. LB Newham negotiated a s106 legal agreement which requires an initial Affordable Housing Contribution of £200,000 towards off-site Affordable Housing. A second payment will be subject to a viability review. Details of this will be held by LB Newham as the planning authority concerned.

Capital Towers (2)

Question No: 2013/3632

[Tom Copley](#)

What, if any, was the total public subsidy that went into the construction of the Capital Towers development on the Olympic Park?

Written response from the Mayor

This is a 191 private apartment scheme that did not attract any subsidy from the GLA.

Affordable Rent

Question No: 2013/3633

[Tom Copley](#)

You have agreed with Registered Providers a programme to deliver 55,000 affordable homes by the end of 2014/15. Can you please provide the forecast for how many homes will be delivered in each borough in each year, at what tenure and at what bedroom size?

Written response from the Mayor

The expected profile of delivery is 7,786 homes this year and 21,160 next year.

Affordable Rent levels

Question No: 2013/3634

[Tom Copley](#)

Please provide a breakdown of rent levels at 100%, 80%, 65% and target rent levels in each London borough as well as the household income required to afford those rent levels (assuming that the cost of rent does not exceed 40% of household income).

Written response from the Mayor

Data on target rents is publicly available via the, DCLG funded, Continuous Recording of Lettings and Sales (CORE) data source. A link to the DCLG CORE data website is available here: <https://core.communities.gov.uk/AnalyseCOREdataMain.aspx>.

Data on market rents is publicly available via the Valuation Office Agency. A link to the data is available here: <http://www.voa.gov.uk/corporate/statisticalReleases/PrivateRentalMarketStatistics.html>

The assumed affordable income required to afford each of these rent levels should then be a simple calculation.

Draft Housing Strategy (1)

Question No: 2013/3635

[Tom Copley](#)

Why are you publishing another draft Housing Strategy, nearly two years after launching the consultation on a draft that you have never published?

Written response from the Mayor

Please see my response to MQ 3583 / 2013.

Draft Housing Strategy (2)

Question No: 2013/3636

[Tom Copley](#)

When will the Draft Housing Strategy be published and will there be a consultation period?

Written response from the Mayor

Please see my response to MQ 3583 / 2013.

Help to Buy (1)

Question No: 2013/3637

[Tom Copley](#)

What advice has Gerard Lyons given you on the impact of Help to Buy on London's housing market? If he has not yet given you advice on this topic, please outline his view on the likely implications of the second stage of Help to Buy on London's housing market.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Help to Buy (2)

Question No: 2013/3638

[Tom Copley](#)

Should the second phase of Help to Buy lead in London to a larger increase in housing demand over supply, would you expect any impact to have been felt in London before the Bank of England Financial Policy Committee (FPC) makes its first annual review of the scheme in September 2014?

Written response from the Mayor

It is too early to tell.

Capacity in the construction sector

Question No: 2013/3639

[Tom Copley](#)

What assessment have you made of current unutilised capacity in the construction sector? Furthermore, what is the total number of homes that could be built in London per year at current capacity levels?

Written response from the Mayor

No assessment of the level of capacity utilisation in the construction industry has been made recently. However, according to latest figures, the level of workforce jobs in construction in London remains below the level seen in 2008.

Housing completions vary from year to year. However there has been a constant pipeline of planning approvals well in excess of what is being delivered. My work on the Barriers to Housing Delivery does not suggest that the current capacity in the construction sector is the constraint on housing delivery, but wider market forces. Past levels of housing delivery suggest capacity in the sector could be increased.

Additional housing powers**Question No: 2013/3640**

[Tom Copley](#)

What additional housing powers would you like devolved to the Greater London Authority?

Written response from the Mayor

I have called for the devolution of property taxation revenue streams to provide a stable and continuous revenue stream for housing and regeneration in London. This is vital for the long term effective planning and delivery of infrastructure, including housing in London.

Tax receipt devolution**Question No: 2013/3641**

[Tom Copley](#)

What progress has been made in negotiating with government the devolution of certain tax revenues, such as Stamp Duty?

Written response from the Mayor

My officials have met with Treasury Ministers and officials, as well as those from other Government Departments, to discuss the devolution of property taxes to London government and to answer technical questions raised; they will continue to do so. The City Centred campaign, which represents London and the Core Cities, will make the case to policy makers for city devolution over the next months.

Private rented sector (1)**Question No: 2013/3642**

[Tom Copley](#)

In response to question 2924/2013, you say "I have been very active in encouraging local authorities and Government to deal with" the problem of rogue landlords. What are you encouraging them to do?

Written response from the Mayor

I am encouraging them to make full use of their enforcement powers, as well as provide better advice for tenants. I have also secured additional funding to tackle beds in sheds and my Deputy Mayor for Housing, Land and Property also sits on the ministerial working group.

Private rented sector (3)

Question No: 2013/3643

[Tom Copley](#)

What experience do you have of living in London's private rented sector?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Fit and proper landlords

Question No: 2013/3644

[Tom Copley](#)

If landlords had to pass a 'fit and proper persons' test before operating, as they do within your London Rental Standard, would it help to reduce the number of rogue landlords in London's private rented sector? If not, why have you included the requirement in your London Rental Standard?

Written response from the Mayor

If tenants are genuinely at risk then there is a range of enforcement powers that local authorities can use to deal with the situation.

Empty homes

Question No: 2013/3645

[Tom Copley](#)

Can you confirm whether, in 2012/13, only 8 homes were brought back into use through your Empty Homes Programme, and that the programme spent just £39,000 of the £3.6 million allocated to it for the year (a near 99% underspend)?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Rents

Question No: 2013/3646

[Tom Copley](#)

Thank you for your response to question 3012/2013, why is it more difficult to forecast increases in private sector rents compared to other housing prices, such as the price of homeownership, which many organisations consistently forecast?

Written response from the Mayor

It is just as difficult to precisely forecast house prices as rents.

Affordable housing data (1)

Question No: 2013/3647

[Tom Copley](#)

Following my written question you have recently published data of affordable housing completions by borough, financial year and bedroom size. Can you please provide this data for starts? Can you also differentiate between Affordable Rent and social rent?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Affordable housing data (2)

Question No: 2013/3648

[Tom Copley](#)

Following my written question you have recently published data of affordable housing completions by borough, financial year and bedroom size. Can you please reproduce the information with a separate figure for Affordable Rent and social rent (as has been done in the overall affordable housing outturn data published by the GLA to-date)?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Affordable housing data (3)

Question No: 2013/3649

[Tom Copley](#)

Please provide starts and completions data for the 2008/11 National Affordable Housing Programme by borough, financial year and bedroom size.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

First Steps (1)

Question No: 2013/3650

[Tom Copley](#)

What was the average deposit paid by those purchasing homes through the First Steps programme last year?

Written response from the Mayor

This figure is not collected directly by the GLA.

First Steps (2)

Question No: 2013/3651

[Tom Copley](#)

What was the average amount paid on legal and other fees (additional to deposits) by those purchasing homes through the First Steps programme last year?

Written response from the Mayor

This figure is not collected by the GLA.

Pocket homes

Question No: 2013/3652

[Tom Copley](#)

Will the 'pocket homes' you've just invested £21.7 million in conform to the minimum space standards set out in the London Plan?

Written response from the Mayor

Yes.

Overcrowding (1)

Question No: 2013/3653

[Tom Copley](#)

You have a target to halve severe overcrowding in London by the end of 2016. Is the 'bedroom tax' likely to lead to a significant reduction in overcrowding and, if you believe so, how many households will it lift out of overcrowding?

Written response from the Mayor

The rules around housing benefit and under occupation came into force in April 2013. As yet there is insufficient data to indicate how many homes will be freed up for overcrowded households in London.

Overcrowding (2)

Question No: 2013/3654

[Tom Copley](#)

You have a target to halve severe overcrowding in London by the end of 2016. How many households live in (a) overcrowded and (b) severely overcrowded households today compared to when you were elected in 2008?

Written response from the Mayor

My target is to halve severe overcrowding in social housing by the end of 2016. The latest data indicates that we are on the way to meeting this target, with an estimated rate of severe overcrowding in social housing of 1.6% in the three years to 2011/12, compared to 2.0% in the three years to 2008/09.

Family size housing

Question No: 2013/3655

[Tom Copley](#)

You have reduced your target for family-sized (defined as having 3 bedrooms or more) rented affordable housing from 42% in the February 2010 Housing Strategy to 36% in the Draft Revised Housing Strategy (published for consultation in December 2011). Why did you reduce this target?

Written response from the Mayor

This was the target for the 2011-15 investment round, which was agreed at the Homes for London Board to ensure we continued to deliver family sized housing in the new affordable housing programme.

Overseas investors (1)

Question No: 2013/3656

[Tom Copley](#)

In your view, is it a bad thing that overseas investors are adding significant levels of demand to London's housing market - pricing many Londoners out of homeownership and forcing them into prolonged stays in London's bulging private rented sector?

Written response from the Mayor

Overseas investment in new build London housing also helps support new housing supply and thus acts to reduce upward pressure on housing costs. It is however important not to overstate the scale of overseas investment in London.

Overseas investors (2)

Question No: 2013/3657

[Tom Copley](#)

Have you undertaken an assessment of the impact that demand from overseas investors has had on (a) London house prices and (b) housing supply relative to what could be expected if there was nil demand from overseas? Given the importance of this issue, if you have not yet undertaken such an assessment can I have a commitment from you to do so?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

GLA land (1)

Question No: 2013/3658

[Tom Copley](#)

What is (a) the current amount of land held by the GLA and its functional bodies, (b) what proportion of this is currently suitable for housing development and (c) what is the total housing capacity for this land?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

GLA land (2)

Question No: 2013/3659

[Tom Copley](#)

What is the current value of the GLA's land holdings?

Written response from the Mayor

The property portfolio was valued in March 2013 at £441m

London Bridge Redevelopment and the Greenwich Line (1)

Question No: 2013/3660

[Len Duvall](#)

How can TfL contribute to mitigating the effects of the non-stopping of Greenwich line trains at London Bridge during its redevelopment?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

London Bridge Redevelopment and the Greenwich Line (2)

Question No: 2013/3661

[Len Duvall](#)

What estimates have TfL made for extra demand for Underground services at North Greenwich and increased bus use to that station during the non-stopping of Greenwich line trains at London Bridge?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

The Greenwich Line and Charing Cross

Question No: 2013/3662

[Len Duvall](#)

From 2014 Southeastern Trains via Greenwich and Deptford will no longer terminate at Charing Cross following the redevelopment of London Bridge. Will you instruct TfL to waive this new cost of interchange for season ticket holders?

Written response from the Mayor

Railway season tickets generally permit travel to all the London terminals.

When Southeastern trains terminate at London Bridge, onwards travel to Waterloo, Charing Cross or Blackfriars will therefore continue to be available.

The Greenwich Line and Opportunity Areas

Question No: 2013/3663

[Len Duvall](#)

Southeastern's Greenwich line provides vital, direct connections to five of London's Opportunity Areas: Deptford Creek/Greenwich Riverside, Charlton Riverside, Thamesmead & Abbey Wood, Woolwich and Bexley Riverside. What representations have the Housing & Land directorate made to Southeastern as increasing amounts of housing at these sites is due for completion as the line loses its central London connections?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Greenwich & Woolwich Foot Tunnels

Question No: 2013/3664

[Len Duvall](#)

What learning has the GLA gained from issues surrounding the Greenwich and Woolwich foot tunnel refurbishment?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Greenwich & Woolwich Foot Tunnels 2

Question No: 2013/3665

[Len Duvall](#)

With the refurbishment of Greenwich foot tunnel due for completion early next year, will the GLA remain in dialogue with the Royal Borough of Greenwich and other stakeholders until the upgrade of the Woolwich foot tunnel is complete?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Run to the Beat.

Question No: 2013/3666

[Len Duvall](#)

Would the Mayor outline the lessons for TfL and the Metropolitan Police Service from this year's Run to the Beat?

Written response from the Mayor

There was a change to the route this year to address some issues from previous years. This included removing the route from parts of the Woolwich Town Centre and starting and ending the event in Greenwich Park.

TfL worked with the planning officers from the Royal Borough of Greenwich and the event organisers to find solutions to access issues for residents and commercial businesses.

The stakeholder debrief is arranged for 29 October. Until all the information has been collated from the debrief, it would be difficult to comment on specific issues or lessons learnt.

A small Traffic Police provision is used for the event to assist with any issues on the network. This is paid for by the organiser. This Police provision was in contact with TfL's London Streets Traffic Control Centre (LSTCC) throughout the event.

Cycle Superhighway 5

Question No: 2013/3667

[Len Duvall](#)

Do TfL have plans to revisit attempts to terminate Cycle Superhighway 5 at Lewisham?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycling Connections to North Greenwich

Question No: 2013/3668

[Len Duvall](#)

Will TfL look at improving cycling connections to and storage facilities at North Greenwich ahead of disruptions to the Greenwich Line?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Connecting Charlton to North Greenwich

Question No: 2013/3669

[Len Duvall](#)

Will TfL look at improving cycling and pedestrian facilities between Charlton and North Greenwich ahead of disruptions to the Greenwich Line?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

TfL and National Cycle Route 1

Question No: 2013/3670

[Len Duvall](#)

What input to TfL and the GLA Housing & Land Directorate place into the management of National Cycle Route 1? Will TfL look at improving the capacity of this link in face of disruptions to the Greenwich Line?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Eco Buses in South East London

Question No: 2013/3671

[Len Duvall](#)

TfL currently prioritise central London for greener buses. There are a number of residential, hilly roads in my constituency that are key roads for bus routes, e.g. Jerningham Road, Telegraph Hill and Westcombe Hill. Could TfL look at prioritising routes with large residential stretched for greener buses?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Greener Single Deck Buses: 108 & 286

Question No: 2013/3672

[Len Duvall](#)

TfL have recently told me hybrids are largely double decker buses, but some Hydrogen Cell Buses are in use on the RV1. Are TfL considering rolling these out beyond the RV1 or examining alternative 'green' single decker technologies for other routes?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Greenwich Peninsula Ecology Park: Development, Shade and Biodiversity

Question No: 2013/3673

[Len Duvall](#)

Will the Housing & Land Directorate meet with myself and campaigners concerned by the threat to biodiversity created by new developments around Greenwich Peninsula Ecology Park?

Written response from the Mayor

Yes.

Tunnel Approach: Noise Reduction

Question No: 2013/3674

[Len Duvall](#)

As the Mayor may know, Tunnel Approach lost its motorway designation with the re-creation of regional government in 2000. As such, it is not held to the highest national standards of noise reduction barriers. TfL have no funding for such measures, but given the dense local population, and the large number of tunnel users whose journeys begin beyond the Greater London boundary, will the Mayor lobby the Department of Transport for funding to improve this vital quality of life issue for residents in Greenwich?

Written response from the Mayor

The Department for Environment, Food and Rural Affairs has identified what it calls 'Important Areas for Noise' on major roads in London and across the country, including motorways. These 'Important Areas' relate to areas where the greatest numbers of people are exposed to the highest levels of road traffic noise.

In fact, there are three 'Important Areas' on the A102 Tunnel Approach between the A2 and the Blackwall Tunnel, indicating that there are fewer people exposed to road traffic noise from the A102 than other roads in London. One of the 'Important Areas' (combined with Greenwich Council's Woolwich Road to the west) includes the Woolwich Road flyover.

As part of Defra's noise action planning, TfL has provided information on all the 128 'Important Areas' containing 'First Priority Locations' on the TfL road network so that Defra has a record of noise reduction measures undertaken, planned and possible should funding become available.

TfL will continue to use lower noise surface materials on the TfL road network and sees flyovers in 'Important Areas' as a high priority for noise barriers. TfL is therefore commissioning a feasibility study to understand the benefits and drawbacks of replacing or retrofitting parapets on flyovers with noise barriers. This should be concluded by next summer.

Woolwich Dockyard

Question No: 2013/3675

[Len Duvall](#)

Will the Mayor lobby Southeastern in support of a technological solution to ensure trains can continue stopping there when services are upgraded to twelve carriages?

Written response from the Mayor

I understand that the platforms at Woolwich Dockyard cannot be extended beyond 10 cars, and that the rolling stock used on this line is not capable of selective door opening. However Southeastern has committed to TfL that it will continue to run enough 10-car trains on this route to provide a sufficient service at Woolwich Dockyard, even once the upgrade is completed.

Race claims against the police

Question No: 2013/3676

[Andrew Dismore](#)

Why is it that you have persistently failed to answer substantively since it was first asked in February 2013, answer Question No: 532/ 2013, repeated as Question No: 2043 / 2013, and as Question No: 2519 / 2013, and as Question No: 3055 / 2013:

"How much compensation has the Metropolitan Police paid in respect of race claims in each of the last 3 years in respect of each of i) claims settled out for court, ii) as a result of court awards, iii) as a consequence of tribunal claims; to a) members of the public; and b) Metropolitan Police staff c) police officers d) PCSOs ; and in relation to each of these categories, how many cases were involved?" Your answers in similar terms to all these was to repeat "Officers are drafting a response which will be sent shortly." Is a wait for an answer from February to now "shortly"?

Is it that the answer is very embarrassing to the Metropolitan Police on your watch? If not, why not? And will you answer the question substantively now?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Police Uniform 1

Question No: 2013/3677

[Andrew Dismore](#)

Further to your answer to Question No: 3064 / 2013

"Do you think that, at a time when you are cutting the police budget by 20%, it was right to spend £660 on DAC Maxine De Brunner's Napoleon style ceremonial hat?"

Your written response being:

"The MPS is very proud of its long-standing history of riding in Royal ceremonial events and the police contribution has long been appreciated by the public and other participants such as the military. At all times the MPS has a duty to deliver value for money to the taxpayer", do you really believe that this expenditure of £660 on a hat meets the duty you indentify of "delivering value for money to the taxpayer" ?

Written response from the Mayor

Yes.

Police Uniform 2

Question No: 2013/3678

[Andrew Dismore](#)

Why have you still not answered substantively Question No: 3065 / 2013:

"How much did the Metropolitan Police spend on full dress, ceremonial, evening and dinner uniforms for senior officers above the rank of commander in the last year, and how much to date in the current year?"

Is it that the answer is very embarrassing to the Metropolitan Police on your watch? If not, why not? And will you answer the question substantively now?

Written response from the Mayor

Please see my response to MQ 3065 / 2013.

Police station queues 1

Question No: 2013/3679

[Andrew Dismore](#)

How long do you think it is reasonable for a member of the public to have to wait in a police station queue before being seen?

Written response from the Mayor

The Metropolitan Police Service has made a clear offer to Londoners that all victims of crime who want a visit from the police can have one at a time and place convenient for them. In many cases this will be more appropriate for members of the public than visiting front counters.

When people do visit counters, the police aim to assist people as soon as possible after they arrive.

Where queues build up stations are advised to operate a triage system and prioritise people with more immediate needs. Where appropriate they can also guide people to alternative access points, for example ringing 101 to make an appointment for an officer to visit them.

Police station queues 2

Question No: 2013/3680

[Andrew Dismore](#)

What are you doing about the long queues at the front offices in Barnet and Colindale police stations, a consequence of your closures of police stations. Are you aware that people are regularly walking out in despair? What are you doing about it?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Hampstead police station 1

Question No: 2013/3681

[Andrew Dismore](#)

When will you answer substantively Question No: 3066 / 2013:

"Further to your answer to Question No: 2504 / 2013, As the Royal Free Hospital has been discounted as a possible police "contact point" as officers staffing the contact point might be called away to A and E incidents, what are you now doing to provide a contact point for this area?"

Is the delay because the best you have come up with is a stall in Starbucks?

And are you aware the reports in the local press of the disquiet of local police officers about using Starbucks because of local hostility to that company due to their tax avoidance practices, which the officers believe will put people off from going there?

Written response from the Mayor

We are committed to improving public access in Hampstead and are actively looking for a new location for a contact point. Four potential sites have been identified, Starbucks; Hampstead Town Hall; the Royal Free Hospital and Premier Inn.

One site is being trialled each week finishing on 27 October 2013, with local media engaged to better publicise the trials and seek public views. The local community, the Neighbourhood Ward Panel meeting, officers and the venues themselves will all be consulted in deciding which one, if any, is suitable.

Hampstead police station 2

Question No: 2013/3682

[Andrew Dismore](#)

Potential purchasers of Hampstead Police Station had until 19 July 2013 to submit their bids. How many bids were submitted? Is there a preferred purchaser? Who is it, if so? What is the timetable now for its sale? why will you not answer these questions, bearing in mind your avoidance of doing so in your response to Question No: 3067 / 2013?

Written response from the Mayor

As I stated in my response to MQ 3067 / 2013 the disposal of Hampstead Police Station is being progressed and is now in the hands of MOPAC's solicitors.

Details of this and all other police stations with former front counters that are sold will be published on the MOPAC website once a sale is complete.

Hampstead police station 3

Question No: 2013/3683

[Andrew Dismore](#)

Will you will undertake not to dispose of Hampstead Police Station until an alternative and suitable base reserved for police officers has been identified in the locality?

Written response from the Mayor

In accordance with what was set out in the public access documents for Camden in March 2013, the station has now closed and the disposal is currently being finalised. There continue to be a number of bases throughout Camden at which Police Officers are based. In line with my public access promise and commitment to put bobbies before buildings, Police Officers now spend the majority of their time out in their local community and not stuck behind a desk.

Local contact points are being identified as per my response to MQ 3682 / 2013.

Report from London Communities and Police Partnership (LCP2)

Question No: 2013/3684

[Andrew Dismore](#)

I assume you saw the report from London Communities and Police Partnership (LCP2). What is your response to their serious criticisms of the new policing model?

Written response from the Mayor

I have received feedback from a range of partners on the local policing model, as has my Deputy Mayor for Policing and Crime, who has discussed it with the Assistant Commissioner for Territorial Policing, Simon Byrne. MOPAC is aware of the LCP2 e-bulletin, which recognises that the transition has largely gone smoothly, and there are others who have particularly welcomed both the increase in total resource and the flexibility of that resource associated with the new model. This is a new approach to policing, which will be evaluated. MOPAC is working with the MPS to ensure that the evaluation is robust.

Police car parks 1

Question No: 2013/3685

[Andrew Dismore](#)

Should there not have been a more complete look at the Police estate to include Police car parks and how lucrative commercial car parks in London can be, before station closures?

Written response from the Mayor

MOPAC have reviewed the estate with the MPS to assess operational requirements, including car parking provision. Facilities with car parking have been retained only on the basis of operational need, as set out in the Estates Strategy published in May 2013.

Police car parks 2

Question No: 2013/3686

[Andrew Dismore](#)

Please list the police car parks in London.

Written response from the Mayor

The attached spread sheet in Appendix 2 contains details of all car parking spaces, some of which are available to the public, and numbers per borough including those that are rented externally.

Police car parks 3

Question No: 2013/3687[Andrew Dismore](#)

What rules apply to officers using police car parking facilities for their own private cars and other vehicles?

Written response from the Mayor

Car parking provision is based on operational needs as determined by the Borough Commander.

101 number and police stations**Question No: 2013/3688**[Andrew Dismore](#)

Further to your answer to Question No: 2502 / 2013, and to Question No: 3069 / 2013 about The 101 number to contact the Metropolitan Police for non-emergency calls, will you ensure that the 101 number will operate at normal charging rates for Metropolitan Police calls in future? Further, your suggestion that as an alternative to calling 101, crime can also be reported online or by attending a local police station, would you acknowledge that recent closures of police stations have made this difficult for many Londoners.

Written response from the Mayor

The Home Office and ACPO agreed the National 101 rate (which is per call and not per minute) and the MPS subscribes to this service. Calls to 101 will cost 15 pence for the entire call, no matter how long the call or what time of day it is. This applies to both landlines and mobile phones.

My public access strategy published in March 2013 sets out how I am improving public access to make it easier and more convenient for the public to access the police. The public will have a range of options for contacting the police, these include the telephone, online services, front counters, contact points, face to face through appointments and directly in the street or at community locations such as schools and community events. Online access remains free to all Londoners.

Camden Police Numbers**Question No: 2013/3689**[Andrew Dismore](#)

As of 31st August 2013, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 31st August 2012; and what do you expect the figures to be on 31st August 2014?

Written response from the Mayor

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	31 August 2012	31 August 2013	31 August 2014
Police Officers	886.76	772.57	671.69	Not currently known
Sergeants	135.16	117.79	101.47	
PCSOs	123.20	75.62	54.81	
MSC	180.00	239.00	200.00	
Police Staff	164.04	110.50	70.56	

At present there are no confirmed target strengths for 2014. However, under the Local Policing Model, Camden will have 751 police officer posts overall by 2015 with 157 posts in Safer Neighbourhood teams.

The new Local Policing Model rolled out during 2013 will put in place new neighbourhood policing structures, but does not afford a direct comparison in terms of overall numbers with current structures at Borough or Ward level. Moreover, Borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.

Barnet Police Numbers

Question No: 2013/3690

[Andrew Dismore](#)

As of 31st August 2013, how many full time sworn police officers were there in Barnet; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 31st August 2012; and what do you expects the figures to be on 31st August 2014?

Written response from the Mayor

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	31 August 2012	31 August 2013	31 August 2014
Police Officers	595.18	524.60	525.23	Not currently known
Sergeants	98.73	85.48	73.68	
PCSOs	176.76	97.02	75.30	
MSC	133.00	147.00	158.00	
Police Staff	105.28	86.75	65.13	

At present we have no confirmed target strengths for 2014. However, under the Local Policing Model, Barnet will have 564 budgeted police officer posts overall by 2015 with 135 posts in Safer Neighbourhood teams.

The new Local Policing Model rolled out during 2013 will put in place new neighbourhood policing structures, but does not afford a direct comparison in terms of overall numbers with current structures at Borough or Ward level. Moreover, Borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.

Safer Neighbourhood Panels 1

Question No: 2013/3691

[Andrew Dismore](#)

In your response to Question No: 3075 / 2013 you said yet I understand that ward panels are to be abolished and will be replaced by more remote cluster based panels. In Barnet, at a recent Barnet Community Safety Engagement Group we were told that this means instead of 21 locally based panels, there will be just 4 cluster based ones. Is this correct? And if so how can you say "Ward Panels continue to be the bedrock of police and community engagement", when they are going to cease to exist?

Written response from the Mayor

I refer you to my response to MQ 3075/2013 in which I assured you that Ward Panels will continue to be the bedrock of police and community engagement. There are no plans to abolish ward panels. The 21 Barnet ward panels will continue to exist and will run alongside the four Barnet Neighbourhood cluster panels.

Safer Neighbourhood Panels 2

Question No: 2013/3692

[Andrew Dismore](#)

After your local policing model is fully in effect how many ward based Safer Neighbourhood Panels will there be in Camden? Will there be just one per cluster as in Barnet?

Written response from the Mayor

Under the local policing model there continues to be one ward panel for every ward in London. In Camden there are 18 in total and these will run alongside three Neighbourhood cluster panels. There will also be a Safer Neighbourhood Board.

Contact Points 1

Question No: 2013/3693

[Andrew Dismore](#)

Please list the locations of the police contact points in Camden; the date each of them started; and the number of people who have used each of them for each month since they began.

Written response from the Mayor

There are five contact points in Camden, one more than originally promised in March 2013. These are at Greenland Road, Highgate Road, Station House, West End Lane and West Hampstead Police Station. Use by the public will be looked at as part of the evaluation of the Local Policing Model.

Contact Points 2

Question No: 2013/3694

[Andrew Dismore](#)

Please list the locations of the police contact points in Barnet; the date each of them started; and the number of people who have used each of them for each month since they began.

Written response from the Mayor

There are four contact points in Barnet. These are at High Road, Cat Hill, Golders Green Road and Friern Barnet Road. Use by the public will be looked at as part of the evaluation of the Local Policing Model.

New policing model

Question No: 2013/3695

[Andrew Dismore](#)

Further to your answer Question No: 3071 / 2013, that an average of 77 per cent of officers were actually on operational duty under the new policing model ward clusters shift pattern, is it correct to say they were all on duty all at the same time throughout all the shifts as your answer infers, or is the correct position, that they were shared between the various shifts the officers work; and if the latter will you therefore please answer the question in an honest and not misleading way, by indicating what percentage of officers will be on shift and actually working? Is it not the case that the figure I originally suggested to you of 20% is correct?

Written response from the Mayor

As was stated in my previous answer: of all officers rostered to work, an average of 77% were actually on operational duty – remaining officers were abstracted through leave, sickness, training or court. Police officers will be on duty at different times in accordance with the roster.

Peel Centre 1

Question No: 2013/3696

[Andrew Dismore](#)

Will you now answer substantively Question No: 3076 / 2013, repeating Question No: 2034 / 2013, "Further to your answer to question No: 1446 / 2013 and the review MOPAC is undertaking of the development for the remaining site and preparing a planning brief in support of the LB Barnet Colindale Area Action Plan when will this work be completed and published?"

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Edgware tube station public conveniences

Question No: 2013/3697

[Andrew Dismore](#)

Will you reopen the Edgware tube station public conveniences, and if not why not?

Written response from the Mayor

They are not available to "reopen". These toilets were removed over twenty years ago, to facilitate the creation of a new station entrance.

There are no plans to install new toilets, due to the cost of installation and the limited space available.

Accessible public toilets are available at the nearby Broadwalk Shopping Centre.

Stirling Corner

Question No: 2013/3698

[Andrew Dismore](#)

Further to your answer to Questions No: 4161/2012 "I cycle the whole of London. When I next do Stirling Corner I will give you a report" and your answers to questions 261/2013, 522/2013, 1041/2013, 1464/2013 and Question No: 2039/2013 and Question No: 2497 / 2013 referring back to your non- answers to my invitation to you to attempt to go round Stirling Corner on your bike, and your repeated answer "I have nothing to add to MQ 4161/2012.", and your answer to Question No: 3083 / 2013, "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report", have you ever cycled round Stirling Corner? Have you cycled round Stirling Corner since you promised to do so; if not why not; and if not when do you expect to cycle round Stirling Corner? Or is it that you have no intention of doing so in the foreseeable future and just want to pretend you are a keen cyclist with cyclists' concerns at heart and have no intention of honouring your commitment to do so, so that your original answer can be seen as nothing more than a fobbing off exercise? Or are you frightened of doing so, as it is too dangerous? Why do you have nothing to add? Aren't you embarrassed by your non responses when reminded of your promise?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Emirates cable car contract

Question No: 2013/3699

[Andrew Dismore](#)

Will you now answer substantively Question No: 3092 / 2013:

"Will you now review all contracts that the GLA and TfL are engaged in to ensure that the GLA is in full compliance with the Race Relations Act, Equality Act, and EU Trading agreements; and what is being done to review all other GLA and TfL contracts, to see if a similar Israel boycott wording has "slipped through"?"

Written response from the Mayor

Please see my response to MQ 3092 / 2013.

Edgware town centre

Question No: 2013/3700

[Andrew Dismore](#)

I understand Barnet council has applied to you for funding for a grant towards the greening of Edgware town centre, including tree planting. What progress with this application is being made?

Written response from the Mayor

Barnet Council applied for funding from my Street Tree Initiative. Their application was approved subject to confirmation of match-funding.

Israel visit

Question No: 2013/3701

[Andrew Dismore](#)

Further to your answer to Question No: 3096 / 2013

"I am not travelling to Israel in 2014",

Why did you previously give the impression you were, to the Jewish press; and when do you now intend to travel to Israel for an official visit, if you still do?

Written response from the Mayor

I have given no indication that I will travel to Israel in 2014, merely that I would visit during my Mayoralty. The timing of that visit is still to be confirmed.

Beds in sheds

Question No: 2013/3702

[Andrew Dismore](#)

Further to your answers to Question No: 2498 / 2013 and Question No: 3086 / 2013 that you " will ask my Deputy Mayor for Housing, Land and Property to raise this issue at the next meeting of the Beds in Sheds Ministerial Taskforce, of which he is a member" and that the meeting was likely to be in November or December, has this meeting been scheduled yet, and if so when for?

Written response from the Mayor

There is still no date for this meeting. The Department for Communities and Local Government advise that this meeting is unlikely to take place until early in 2014, subject to the wishes of the new Parliamentary Under Secretary of State for Communities and Local Government with

responsibility for housing.

Shop conversions

Question No: 2013/3703

[Andrew Dismore](#)

Will you now answer substantively Question No: 3059 / 2013

"Do you agree with the Government planning minister that shops should be able to be converted to housing without planning permission?"

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

GLA owned playing fields

Question No: 2013/3704

[Andrew Dismore](#)

You have pointed out the increased infrastructure and leisure facilities needed for our expanding London population, which you have estimated to be 10 million by about 2030. For that reason, is it your policy to protect all existing publicly-owned playing fields and running tracks under your control in the GLA portfolio? Are you allowing any to be sold for housing?

Written response from the Mayor

My London Plan strongly supports development proposals that increase or enhance the provision of sports and recreation facilities and resists proposals that result in a net loss of these facilities, including playing fields (Policy 3.19 on sports facilities). Policy 7.17 on Metropolitan Open Land (many playing fields are often designated as MoL) also gives strong protection to preventing loss of MoL as does Policy 7.18 on Protecting Local Open Space.

The only sport facility owned by the GLA is the National Sports Centre at Crystal Palace. The future of the NSC is under review as part of a comprehensive review of the park in conjunction with LB Bromley and others. More can be found here:

<http://www.bbc.co.uk/news/uk-england-london-24375547>

Finchley Memorial Hospital bus service

Question No: 2013/3705

[Andrew Dismore](#)

What estimate have you and TfL made of passenger demand for a bus service for Finchley Memorial Hospital?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Peel centre 2

Question No: 2013/3706

[Andrew Dismore](#)

In selecting Redrow as the preferred bidder for the police training centre site at Hendon what requirements have you asked of them as to the number of social and affordable homes on the site and as to preserving the open space, including the running track?

Written response from the Mayor

The Planning Parameters document sets out relevant considerations and development principles for the developer regarding both housing and open space at the Peel Centre site. The document is available at: <http://peelcentresite.co.uk/>.

London Health Board

Question No: 2013/3707

[Andrew Dismore](#)

Why does the London Health Board meet in secret? will you now commit to having meeting held in public in the future?

Written response from the Mayor

When the London Health Board was first established it agreed that its meetings would be held in private. At the Board's inaugural meeting on 20 May 2013 it was agreed that a review of the Board's activity, impact and remit would be undertaken in one year's time. As part of this review a decision on whether to hold any future meetings of the Board in public or private session will be taken. In the meantime the minutes and related papers for the Board are available on the London Health Board's website: www.londonhealthboard.org.uk.

Mill Hill circus and Apex corner traffic lights

Question No: 2013/3708

[Andrew Dismore](#)

Are you aware of the serious traffic problems at Apex Corner N.W.7 since the re-phasing of the traffic lights. The phasing at Mill Hill Circus and Apex Corner have recently been changed and they seem to be out of synchronisation creating mayhem for most of the day. There are constantly long queues of traffic going down to Mill Hill Circus and the roundabout is gridlocked. This occurs at various times during the day including outside of rush hour. Will you have the phasing urgently reviewed?

Written response from the Mayor

TfL is aware of the congestion issues occurring in September at Apex Corner and the Mill Hill Circus area, caused by both faulty equipment and road drainage repairs. The equipment has been replaced and the works are now complete. The area is currently operating as expected and will continue to be monitored.

Strategic Housing Market Assessment (1)

Question No: 2013/3709

[Nicky Gavron](#)

You are currently undertaking a new Strategic Housing Market Assessment. Will this assessment be monitoring the need for social rented housing and Affordable Rent housing as two distinctive tenures, as they are defined in your newly revised London Plan?

Written response from the Mayor

The government intends that Affordable Rent should be targeted at the same client group as social rented homes, and the SHMA will treat the two products accordingly.

Strategic Housing Market Assessment (2)

Question No: 2013/3710

[Nicky Gavron](#)

Is there any evidence emerging from the Strategic Housing Market Assessment that you are currently undertaking to suggest that the 40,000 new homes a year you call for in your 2020 Vision is the actual level of housing need in London?

Written response from the Mayor

The level of housing need depends on judgements regarding demographic projections, the timescale of provision and the scale of backlog need. These factors are being considered as part of the SHMA and the results will be published in early 2014.

Strategic Housing Market Assessment (3)

Question No: 2013/3711

[Nicky Gavron](#)

How is the Strategic Housing Market Assessment you are currently developing factoring in the various rent levels that can be charged for Affordable Rent? Will the final publication outline the evidence in a way that presents the need for Affordable Rent at various rent levels (for example, at 40% of market rent, 65% of market rent and 80% of market rent)?

Written response from the Mayor

The government intends that Affordable Rent should be targeted at the same client group as social rented homes, and the SHMA will treat the two products accordingly.

Public land

Question No: 2013/3712

[Nicky Gavron](#)

You have previously asked London Boroughs to put forward the land they own for procurement through the London Development Panel. How much land has thus far been put forward by which boroughs? Please provide details of the amount of land by borough.

Written response from the Mayor

This is one of the KPI's for the London Development Panel which are collected bi-annually. The first set of KPIs will be collected at the end of October 2013 and the results will be available before the end of the year. Active discussions are taking place with London boroughs and the functional bodies including LB Westminster, Lewisham, Southwark, Greenwich, TfL and the LFB.

Green Belt

Question No: 2013/3713

[Nicky Gavron](#)

I have still not received responses to two previous questions regarding planning applications on Green Belt (3104 / 2013 and 3105/2013). Can you please provide me with this information?

Written response from the Mayor

Since my re-election I have been consulted on 48 applications for development on land designated as Green Belt. Of these 22 were granted consent by the local planning authority; I did not direct refusal or take over any of these applications. Five were refused by the local planning authority. In ten cases my officers, acting under delegated authority, issued a notice that the application did not raise any strategic issues. Eleven applications remain undetermined.

Metropolitan Open Land

Question No: 2013/3714

[Nicky Gavron](#)

I have still not received responses to two previous questions regarding planning applications on Metropolitan Open Land (3106 / 2013 and 3107/2013). Can you please provide me with this information?

Written response from the Mayor

Since my re-election I have been consulted on 37 applications for development on land designated as Metropolitan Open Land. Of these 17 were granted consent by the local planning authority; I did not direct refusal or take over any of these applications. One was refused by the local planning authority. In sixteen cases my officers, acting under delegated authority, issued a notice that the application did not raise any strategic issues. Three applications remain undetermined.

Village Greens

Question No: 2013/3715

[Nicky Gavron](#)

Recent Government changes prevent communities from registering local land as a village green if it is subject to a development proposal. Are you monitoring what impact will this have on London's open spaces?

Written response from the Mayor

Yes. The London Plan Annual Monitoring Report monitors change in open space and sites of importance for nature conservation. Loss of village greens would be picked up by one of these indicators.

Parking enforcement (1)

Question No: 2013/3716

[Nicky Gavron](#)

What are your reactions to the Government consultation on reforming parking rules?

Written response from the Mayor

Any consultation which allows for clearer rules and regulation of parking regulations should be a positive move for the local authorities and users of kerb side parking.

Parking enforcement (2)

Question No: 2013/3717

[Nicky Gavron](#)

Do you believe that there is a right to park a car outside of a local shop or parade?

Written response from the Mayor

Local shops and parades form an integral part of our communities and gaining access to them is vitally important for their business. With this in mind I have proposed an increase in TLRN parking bay times, from 20 minutes to 30 minutes.

I anticipate that the implementation of the 'Stop & Shop' policy, which was one of my manifesto pledges, will help revitalise high streets, provide a boost for small businesses across the capital and provide more flexibility for people who wish to park and shop, pay a bill or run an errand.

Parking enforcement (3)

Question No: 2013/3718

[Nicky Gavron](#)

Government appears minded to relax parking restrictions outside of local shops. What impact do you think such a move would have on sustainable communities?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Parking enforcement (4)

Question No: 2013/3719

[Nicky Gavron](#)

Do you agree with Eric Pickles statement denouncing councils for enforcing parking regulations? Will you now be asking TfL to strengthen its enforcement regime?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Regional planning (1)

Question No: 2013/3720

[Nicky Gavron](#)

Following the inter-regional session with 70 planning authorities from London and the South East in March, what actions has the Cross Boundary Steering Group taken?

Written response from the Mayor

The Steering Group has been engaged in:

- identifying the policy issues on which strategic spatial planning cooperation is most important;
- considering the potential mechanisms which could be built with mutual support to foster co-operation between London and the wider metropolitan area, and their resource implications; and
- developing recommendations on key topics and mechanisms for cooperation, and their relative priority.

Regional planning (2)

Question No: 2013/3721

[Nicky Gavron](#)

What issues is the Cross Boundary Steering Group tasked with discussing?

Written response from the Mayor

The Steering Group is engaged in identifying a range of issues including the optimum development of growth areas and corridors; common policies and procedures between different

plan areas; jointly owned policies to help rationalise commuting patterns; understanding strategic growth options and opportunities and mechanisms to cooperate on these issues.

Regional planning (3)

Question No: 2013/3722

[Nicky Gavron](#)

When is the next meeting of the Cross Boundary Steering Group?

Written response from the Mayor

On the 6 December 2013.

Waste

Question No: 2013/3723

[Nicky Gavron](#)

How much waste does London currently export?

Written response from the Mayor

Around 47 per cent, equal to approximately 9.5m tonnes per year. However, I want London to retain the value of its waste and become more self-sufficient. The London Waste and Recycling Board is investing in new waste infrastructure including two anaerobic digestion facilities each in Barking and on the Enfield-Hertfordshire border, a plastic film recycling plant in Greenwich, and a gasification facility also in Barking.

My London Plan sets a target for London to manage the equivalent to 100% of its waste by 2031. This will be achieved through new infrastructure and local authorities identifying and safeguarding sufficient sites to manage their waste locally.

Beddington Incinerator (1)

Question No: 2013/3724

[Nicky Gavron](#)

The planning report (D&P/2600/01) state that the Beddington incinerator must be "CHP ready" as soon as construction is done. Does that mean the facility will not be able to commence operations if a heat network is not yet operable?

Written response from the Mayor

No, it will be able to operate in the absence of a heat network being available in the area however, the applicant is obligated and committed to maximising the efficiency of the system by connecting to nearby developments/heat users when they become available.

Beddington Incinerator (2)

Question No: 2013/3725

[Nicky Gavron](#)

If you "expect incineration to play a decreasing role in the management of London's waste" (response to 3111 / 2013), why will you not strengthen your waste policies (3112 / 2013) to ensure that this is the case?

Written response from the Mayor

My Waste Strategy and London Plan policies apply an outcome-based approach achieving the greatest economic and environmental benefits, as opposed to prescribing waste management methods and technologies. The London Waste and Recycling Board supports the development of new and innovative waste infrastructure in London, including a gasification facility in

Havering, a plastics reprocessing facility in Greenwich, and two anaerobic digestion facilities each in east and north London. Loan repayments from LWARB-funded waste projects will then be used to invest in more waste facilities across London.

Beddington Incinerator (3)

Question No: 2013/3726

[Nicky Gavron](#)

You responded to a previous question (3119 / 2013) by noting that "I did not require [Beddington developer] Viridor to consider alternative technologies" to incineration. Does this not run counter to your waste hierarchy?

Written response from the Mayor

No. The proposed facility has been chosen by South London Waste Partnership as it provides a waste management solution to deal with residual waste that is not able to be re-used, recycled or composted. Energy recovery through incineration does form part of London Plan waste hierarchy, to deal with waste that has not been reused or recycled.

Illegal money lending

Question No: 2013/3727

[Joanne McCartney](#)

Enfield Council last month won the National Stop Loan Sharks Award in recognition of the work it has been doing to stop illegal money lenders in their tracks. Loan sharks prey on the most vulnerable in society. Can you tell me what you are doing to tackle this problem, and will you congratulate Enfield Council?

Written response from the Mayor

I do not have any statutory powers to prevent illegal money lenders from operating in local boroughs. I continue to promote credit unions and free debt advice services in the capital. My advice to Londoners is that they should always be careful when borrowing money and to be particularly cautious of punitive interest rates.

Pedestrian crossings in Enfield

Question No: 2013/3728

[Joanne McCartney](#)

Further to MQ 0935/2012, there are still ten pedestrian crossings in Enfield which do not have an audible signal or other device to help blind or partially sighted people cross the road safely. I understand that TfL aim to have all signalised pedestrian crossings fitted with either tactile or audible indicators fitted by the end of the financial year 2015/16, but it appears that no work has been carried out in Enfield in the past 18 months. Can you please tell me what action has been taken and when you expect all crossings to have appropriate warning signs in Enfield as this is a matter of urgency?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Pedestrian crossings in Haringey

Question No: 2013/3729

[Joanne McCartney](#)

Further to MQ 0936/2012, can you provide me with an update on how many of the fifteen pedestrian crossings without either tactile or audible indicators in Haringey have now been fitted? If they have not all yet been completed, when do you expect the works to be completed in Haringey?

Written response from the Mayor

Of the 15 pedestrian crossing sites in Haringey, 3 have already been upgraded, a further 10 are programmed to be upgraded by April 2014 and the remaining 2 sites are scheduled for completion by our April 2016 overall compliance target.

Priority access for wheelchair users at Edmonton Green

Question No: 2013/3730

[Joanne McCartney](#)

I recently met a resident in Edmonton who is a wheelchair user and has been having difficulty with bus drivers from the Edmonton Green bus station who have been wrongly informing him that once a pushchair is on the bus, a wheelchair user does not have priority and cannot get on the bus. Drivers have been refusing to ask pushchair owners to fold their pushchairs and have informed him that the "rules have changed" and that they do not need to make this request. When he has complained to the drivers' supervisors (on a number of occasions) they have stated to him that the drivers are right and that the rule has changed. The Big Red Book given to all bus drivers clearly state that wheelchair users have priority and pushchairs should be folded so both passengers can ride the bus. What are you doing to ensure all managers at bus garages are enforcing this regulation? What action will you take ensure that managers and supervisors at Edmonton Green bus station are informed that they must give priority to wheelchair users?

Written response from the Mayor

The policy is clear; wheelchair users have priority access to the wheelchair area when needed, as stated in the Big Red Book. Drivers should use the PA system to explain this if necessary.

TfL continues to remind all front line staff of the importance of this policy. This will be further reinforced in a new training film called "All Aboard!" produced in collaboration with Transport for All and Age UK London. All bus drivers will participate in this interactive training session by December 2014 as part of their annual training.

As always, if any customer believes that the policy has not been applied in practice then they are encouraged to report this to TfL.

Unresolved bus complaints

Question No: 2013/3731

[Joanne McCartney](#)

An Edmonton resident has recently informed me that he has submitted four complaint forms to the bus kiosk/office at Edmonton Bus Station on between 2011 and 2013, but has not received an acknowledgement or response to any of these. Transport for London later stated that these complaints were never received from Edmonton bus garage. What are you doing to ensure that all complaints are taken seriously with and responded to as this is simply not acceptable? What process should be followed once a complaint form is submitted and will you ensure that those responsible for such a process at Edmonton bus station are reminded of the correct procedures to be followed?

Written response from the Mayor

If you can provide TfL with contact details for the resident concerned, I will ask its Customer Services team to contact them directly. In the meantime, TfL will make staff aware of the

process for passing original complaint forms internally to its customer services team so they are despatched from Edmonton Bus Station quickly and securely for a more rapid response.

GLA apprentices' pay

Question No: 2013/3732

[Joanne McCartney](#)

Can you confirm whether the apprentices within the GLA family of organisations are receiving a London Living Wage?

Written response from the Mayor

The GLA family is committed to paying apprentices the London Living Wage (LLW) and each of the organisations is now working towards obtaining the LLW accreditation.

MPS - BOGOF

Question No: 2013/3733

[Joanne McCartney](#)

If boroughs enter into "buy one get one free" contracts for PCs or PCSOs with the Metropolitan Police Service, can you guarantee that these offices will be additional to those already promised under your local policing model?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Riot Damages Act Payments

Question No: 2013/3734

[Joanne McCartney](#)

Can you please provide details of how many cases have been settled and how many are still outstanding, including headline amounts paid or claimed, arising from the riots in 2011?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Station ticket office closures in Enfield & Haringey?

Question No: 2013/3735

[Joanne McCartney](#)

Please can you give full details of all ticket offices you are planning to close or reduce hours at in Enfield & Haringey?

Written response from the Mayor

At this point TfL is continuing to develop its plans to improve customer service on the Tube and keep pace with customers' changing expectations.

Londoners want and deserve the best possible service from their Tube and should to be able to buy a ticket quickly and easily. That is what we aim to give them, alongside many other improvements to customer service.

Any proposals will be underpinned by the clear and unequivocal commitment that all stations will be staffed, so that all customers can get help and assistance quickly and easily.

TfL will of course discuss any firm proposals with Assembly Members and other stakeholders across London.

Crossrail 2

Question No: 2013/3736

[Joanne McCartney](#)

What case have you made to HM Treasury in relation to the future funding of Crossrail 2?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

MOPAC - Crime Prevention Fund (1)

Question No: 2013/3737

[Joanne McCartney](#)

In the recent round of applications for MOPAC's crime prevention fund, London Boroughs had some bids rejected, yet have not had adequate (or any) feedback as to why those bids were unsuccessful. Will MOPAC please give such feedback to bidders?

Written response from the Mayor

MOPAC has provided feedback on rejected bids to boroughs when requested. Borough engagement leads continue to work closely with each borough and there is regular dialogue. I would urge boroughs to continue discussions and request further information if this is required.

MOPAC - Crime Prevention Fund (2)

Question No: 2013/3738

[Joanne McCartney](#)

I understand that London Boroughs are concerned as to whether funding for their projects will be available after the current financial year and that this is causing a great deal of uncertainty? What assurances can you give on this issue?

Written response from the Mayor

Previous community safety funding was provided to boroughs on an annual basis. As part of the London Crime Prevention Fund, MOPAC offered boroughs the opportunity to bid for funding of up to four years. Where boroughs have bid for initiatives of more than one year and have been successful, funding will be made available to projects for the duration (subject to successful outcomes being delivered and on wider Government funding being available to MOPAC in future years). Of the approved bids, 92% were multi-year initiatives.

Leadership Clubs (1)

Question No: 2013/3739

[Joanne McCartney](#)

Can you provide me with an overall update on your Leadership Clubs programme since its launch in May 2012? How many young Londoners has this scheme supported so far and how are you measuring its success? Do you plan to expand this scheme further?

Written response from the Mayor

In their first academic year my Leadership Clubs supported over 800 pupils from 14 schools across London. Success is being measured by looking at the impact on improving both pupil's behaviour and academic attainment. An external evaluator has been commissioned to support

the funded organisations to track and monitor this impact. The programme will continue to be rolled out over the next 2 academic years and reach an additional 500 pupils across 30 schools.

Leadership Clubs (2)

Question No: 2013/3740

[Joanne McCartney](#)

How many young Londoners have taken up the regular teaching sessions on Saturday mornings and the week long summer school that the SHINE Trust offer as part of your Leadership Clubs Programme? Could you provide me with a breakdown by London Borough for the years 2011, 2012 and 2013?

Written response from the Mayor

The "SHINE in Secondaries" project commenced in January 2013, with the first cohort of 68 students attending a programme in LB Waltham Forest. From September 2013 an additional 288 pupils have attended based in four schools, including Summer Schools in 2013:

- LB Waltham Forest: regular Saturday sessions (from January – July 2013) with 68 students
- LB Waltham Forest: Summer School with 59 students
- LB Haringey: Summer School and the start of Saturday sessions with 80 students
- LB Waltham Forest: Summer School and the start of Saturday sessions with 71 students
- LB Brent: Summer School and the start of Saturday sessions with 78 students

Over the lifetime of the project SHINE will engage with 12 schools and 630 pupils in the boroughs of Waltham Forest, Haringey and Brent.

Leadership Clubs (3)

Question No: 2013/3741

[Joanne McCartney](#)

How many young Londoners have enrolled in the Eastside Young Leaders Academy: 'Eastside in school Academy' as part of your Leadership Clubs Programme? Could you provide me with a breakdown by London Borough for the years 2011, 2012 and 2013?

Written response from the Mayor

The Eastside In-School Programme commenced in November 2012. From November 2012 – July 2013 the programme has supported 183 pupils from four schools in the following Boroughs:

- LB Newham: 140 pupils
- LB Barking & Dagenham: 43 pupils.

Over the lifetime of the project, the programme will engage with 14 schools and 420 pupils in the boroughs of Newham, Barking and Dagenham, Hackney, Islington and Tower Hamlets.

Leadership Clubs (4)

Question No: 2013/3742

[Joanne McCartney](#)

How many young Londoners have taken up the activities provided by the City Year London programme as part of your Leadership Clubs Programme? How are you measuring its success?

Written response from the Mayor

The City Year London project commenced in September 2012. The project has supported 80 pupils from two schools in the borough of Hackney from September 2012 to July 2013. Over the lifetime of the project City Year will engage with 5 schools and 360 pupils in East London. The success of the project will be measured by the impact on pupils academic achievement and behaviour.

Leadership Clubs (5)

Question No: 2013/3743

[Joanne McCartney](#)

How many young Londoners has the Ark Schools 'ARK Inclusion' supported as part of your Leadership Clubs Programme? Could you provide me with a breakdown by London Borough for the years 2011, 2012 and 2013?

Written response from the Mayor

The ARK Inclusion programme commenced in February 2013, so far 210 pupils have been supported across four schools in the following Borough's:

- LB Southwark: 101 pupils
- LB Croydon: 15 pupils
- LB Lambeth: 94 pupils

Over the lifetime of project ARK Schools will engage with 10 schools (six ARK schools and four non-ARK feeder schools) and 400 pupils in the boroughs of Croydon, Lambeth and Southwark.

Resettlement support for young offenders

Question No: 2013/3744

[Joanne McCartney](#)

Further to MQ 1554/2013, please can you update me on any current and upcoming pilots the MOPAC is involved with which deal with the resettlement of young offenders?

Written response from the Mayor

I am committed to drive down reoffending rates for young people leaving custody by 20%, as set out in my Police and Crime Plan. I am currently providing up to £3.5 million (of European Social Fund matched funding) to provide resettlement brokers and support to young offenders leaving custody up until 2015.

MOPAC are currently in discussions with the Youth Justice Board and the Ministry of Justice about a strategic resettlement model for London.

Project Brodie

Question No: 2013/3745

[Joanne McCartney](#)

Please can you provide me with an update on Project Brodie?

Written response from the Mayor

Project Brodie focused on activity to raise school attainment and reduce the risk of offending by keeping young people in education. One of its initiatives, "Safer Learners", aimed to improve

safety for learners, families, communities, schools and colleges by a pan London partnership of key agencies. This work improved the use of data intelligence and this work to keep young learners safe in London is now been taken forward locally by the MPS and boroughs. Please refer to my reply to MQ 3746 on the other main initiative, the parent advocacy project.

Project Brodie (2)

Question No: 2013/3746

[Joanne McCartney](#)

Please can you update me on the Parent Advocacy Project since the budget was increased in February 2012? Can you detail the evaluations that have been made so far by each participating London Borough?

Written response from the Mayor

Project Brodie focused on activity to raise school attainment and reduce the risk of offending by keeping young people in education. One area of activity was work with Pupil Referral Units (PRU) to support parents through the parent advocacy project. The approach was piloted with five PRU in London with promising results. The evaluation and toolkit is published on the London PRU Network website site at: <http://londonprus.co.uk/workstream/parent-advocacy-project-in-prus>.

Apprenticeships for children in care

Question No: 2013/3747

[Joanne McCartney](#)

What action are you taking to support children in care who would like to apply for an apprenticeship?

Written response from the Mayor

We are committed to increasing the diversity of apprentices and a range of initiatives to encourage more applicants from diverse backgrounds are underway. For example, the National Apprenticeship Service has been working closely with local authorities to engage children and young people in care into apprenticeships.

Project Oracle

Question No: 2013/3748

[Joanne McCartney](#)

Can you provide me with an update on Project Oracle including information on how many people use the Project Oracle website each month and what information they look for?

Written response from the Mayor

At the end of Project Oracle's first year of delivery (August 2013) 150 providers had been engaged; 22 research placements had taken place; 16 Evidence Champions had been trained; there had been 54 Evidence Competition entrants and 120 providers had been trained. On average there are about 850 unique users every month with an average of 1,500 hits and the top three most popular pages are: *Validated Projects*, *About PO*, and *About Providers*.

Good example to young people

Question No: 2013/3749

[Joanne McCartney](#)

A resident has contacted me to ask you whether you believe your bad language at September's Mayor's Question Time sets a poor example of how to behave to London's young people?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Mayor's Mentoring Scheme and schools**Question No: 2013/3750**

[Joanne McCartney](#)

You recently wrote a letter to schools in the participatory London Boroughs of the Mayor's Mentoring Scheme to encourage referral numbers. Could you tell me how many schools responded: a) positively, b) negatively and c) did not respond?

Written response from the Mayor

I wrote to over 50 schools across London at the request of the local delivery parents on my Mentoring Programme, the majority of which responded positively. Exact figures are unknown as delivery partners are still in conversation.

New mentoring panel**Question No: 2013/3751**

[Joanne McCartney](#)

Can you please provide details of your new mentoring panel launched September 2013? Can you explain the function of the new panel and list the members, along with the details of any specific roles members have been asked to perform?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Unanswered question**Question No: 2013/3752**

[Joanne McCartney](#)

Please can you answer MQ 2565/2013 below which was submitted in July 2013.

"When a member of the armed services is killed in the service of their country, quite rightly, the MOD pays for the funeral but when a police officer is murdered on duty serving the people of London the funeral expenses are paid for by the Police Federation out of the officers own subscriptions. Do you agree that this arrangement should be reassessed?"

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Countdown information at bus shelters (1)**Question No: 2013/3753**

[Joanne McCartney](#)

I have now had numerous complaints and concerns from residents in both Enfield and Haringey regarding the replacement of bus shelters without countdown information boards. Not everyone has access to smartphone technology or are able to check the internet for bus times with ease, and therefore relied on the countdown information boards. Can you tell me why bus stops previously with countdown information boards are being replaced without them?

Written response from the Mayor

To enable shelter upgrade work to take place it is required that the Countdown signs are temporarily removed. Once the shelter work is fully completed, including the electrical connection and final wiring, arrangements are made to have the Countdown signs reinstalled within five working days. There is no programme underway to permanently remove Countdown signs in your boroughs or across the network.

Due to the complexity of the works required, it may take some time to reinstall the sign. Therefore TfL has made it possible for customers to be able to see which bus stops have temporarily had their Countdown signs removed due to shelter work or other issues via a regularly updated spreadsheet at www.tfl.gov.uk/Countdown.

TfL will be happy to provide progress updates on these bus stops and investigate other stops not included on the list. Your residents should contact Customer Services on 0343 222 1234 or via www.tfl.gov.uk/contact.

Countdown information at bus shelters (2)

Question No: 2013/3754

[Joanne McCartney](#)

Can you provide me with the criteria for the decision on which bus shelters to replace, and how decisions are made whether to replace existing countdown signs?

Written response from the Mayor

In general, bus shelters are selected for replacement simply on the basis of their age. There may be exceptions to this, for example shelters might be replaced with new models in support of a highway scheme or other development schemes.

Each bus shelter that has its Countdown sign temporarily removed to enable the shelter upgrade work to take place has its sign reinstalled following completion of the works. As explained in MQ 2013/3753, there is no programme underway to permanently remove Countdown signs.

Countdown information at bus shelters (3)

Question No: 2013/3755

[Joanne McCartney](#)

Do you intend to make all bus stops in London free from countdown displays?

Written response from the Mayor

TfL has no intention of making London free from Countdown signs. In fact, the Countdown II on-street upgrade project, which was successfully completed in July 2012, delivered a total of 2506 signs across the London network, bringing a significant increase from the previous estate of 1900 sites.

Please refer to MQ 2013/3753 for more details on the shelter upgrade programme that is currently underway, which requires the temporary removal of some Countdown signs whilst the associated shelter work is carried out.

Question: Contact Points (1)**Question No: 2013/3756**[Joanne McCartney](#)

Please list all contact points in London that are (or are planned to be) situated in SNT bases.

Written response from the Mayor

Please see attached as Appendix 3 a list of contact points situated in SNT bases. Additional contact points are located in existing police stations and some external organisations premises.

Question: MOPAC Properties**Question No: 2013/3757**[Joanne McCartney](#)

In answer to my question 3130/2013 you said that currently there are 8 properties that are set aside for the use of ACPO Officers in the MOPAC Estate. Please share the most up to date valuation of these properties.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Question: Contact Points (2)**Question No: 2013/3758**[Joanne McCartney](#)

Please list all contact points in London, broken down by borough, that are currently operational and give a timeline for those still to be opened.

Written response from the Mayor

Please see attached as Appendix 4 a table of all the contact points broken down by borough and the date they opened.

Question: MOPAC Diversity Taskforce**Question No: 2013/3759**[Joanne McCartney](#)

Can you please provide a link to the agendas and minutes of the meetings of the MOPAC Diversity Taskforce?

Written response from the Mayor

These are internal meetings with no formal minutes or agendas.

However the remit of the Taskforce is to:

- Advise and inform the positive action initiatives being developed by the MPS;
- Work with the MPS to understand why some communities are under-represented and identify the barriers to entry;
- Establish a programme of work to ensure the MPS can reach those communities and seek to address the issues identified;
- Actively engage as ambassadors for MOPAC within London's diverse communities; and
- Propose further options for increasing interest in the MPS as a viable career option amongst every community of Londoners.

Involvement in Blacklisting

Question No: 2013/3760

[Joanne McCartney](#)

A recent Independent Police Complaints Commission report has identified that it is "likely that all special branches were involved in providing information" to a Blacklist that kept certain individuals out of work.

What discussions have you had with the MPS Commissioner regarding this?

Will you be seeking further clarification from the MPS as to the extent of these allegations?

Written response from the Mayor

In November 2012 the MPS received a public complaint regarding the practice of 'black listing'. This complaint is currently being investigated by officers from Operation Herne. The Deputy Mayor and I receive regular updates on the progress of Operation Herne, and discuss these with the Commissioner.

RE:NEW (1)

Question No: 2013/3761

[Murad Qureshi](#)

Can the Mayor please explain why MQ [2137/2013](#), submitted in early June, asking for clarification on the very low energy bill savings achieved by 97% of Londoners going through the RE:NEW programme, remains unanswered?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

RE:NEW (2)

Question No: 2013/3762

[Murad Qureshi](#)

With the RE:NEW full evaluation report now some 9 months behind schedule in being published, will the Mayor commit to more regular reporting to the Assembly on the progress of the second phase of the RE:NEW programme? Could the Capita Symonds Group, who are now managing RE:NEW, provide brief monthly reports on progress?

Written response from the Mayor

The Capita Symonds Group are managing the RE:NEW Support Team on an interim basis, I will provide a short progress summary in December, at the end of their current contract.

Once the full RE:NEW Support Team is in place, progress summaries will be provided quarterly through the Budget Monitoring Sub-Committee.

RE:NEW (3)

Question No: 2013/3763

[Murad Qureshi](#)

How did CO2 savings achieved by the RE:NEW roll-out phase compare against savings measure targets for 2011/12 savings in your Climate Change Mitigation and Energy Strategy projections?

Written response from the Mayor

My Climate Change Mitigation and Energy Strategy sets carbon reduction targets for 2025; the first interim target is 2015. Achievement of these targets is dependent on provision by Government of committed policies and programmes as well as secondary impacts of my programmes catalysing the retrofit market.

Previous Government schemes have prioritised cavity wall insulation; less than 30 per cent of London's homes have un-insulated cavities and more than half of these are flats. In accordance with my Climate Change Mitigation and Energy Strategy, my RE:NEW programme has increased its targets for carbon reductions to continue catalysing the market, align with and maximise changes in Government policy, such as ECO, and maximise investment and savings for London homes.

RE:NEW (4)

Question No: 2013/3764

[Murad Qureshi](#)

How much private sector funding from did the £5.7m RE:NEW programme leverage in?

Written response from the Mayor

The roll-out phase of my RE:NEW programme levered in at least £1,087,500 from energy suppliers, water suppliers, government (through Warm Front) and boroughs.

RE:NEW (5)

Question No: 2013/3765

[Murad Qureshi](#)

The consumer organisation Which? reports that average savings to homes switching energy supplier is £217. The RE:NEW evaluation summary report stated that energy bill savings of only £28.81 were achieved by 97% of the households that went through the RE:NEW programme. Did RE:NEW provide supplier-switching advice to homes that went through the programme? If not, why not? If advice was supplied, how many homes switched their supplier?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

RE:NEW (6)

Question No: 2013/3766

[Murad Qureshi](#)

How many Benefit Entitlement Checks did the RE:NEW programme undertake? What was the average level of benefit increase achieved as a result of these checks?

Written response from the Mayor

During the roll-out phase of my RE:NEW programme, over 5,000 homes were referred for income maximisation. The results of income maximisation are available from six participating boroughs, in which 1,704 homes received a total additional income of £216,493.

RE:NEW (7)

Question No: 2013/3767

[Murad Qureshi](#)

Did the RE:NEW programme check if households that went under assessment were on the best electricity and gas tariffs? Was switching suppliers suggested to households?

Written response from the Mayor

Please see my response to MQT 3765 /2013 for information how my RE:NEW programme supports energy switching.

Energy Bill

Question No: 2013/3768

[Murad Qureshi](#)

Will the Mayor publish online his recent House of Lords briefing note sent to peers prior to the ' Second Reading of the Energy Bill?

Written response from the Mayor

I am happy to provide a copy to the Assembly.

Energy Supply (1)

Question No: 2013/3769

[Murad Qureshi](#)

With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear' - with new nuclear power stations taking 10 years to construct, and with no deal as yet agreed by the Government on the future of such plant, how are you, as Mayor, proposing nuclear will help solve London's energy security of supply concerns, all of which are in the next few years?

Written response from the Mayor

I am delighted that on 21 October the Government came to an agreement to begin construction on the UK's first new nuclear reactor for a generation.

You are absolutely right to point out that it takes a decade to construct a nuclear reactor. That is why it was so foolish and irresponsible of the former Labour government to rule out new nuclear a decade ago when it was already predicted that this country would face an energy capacity crunch mid this decade.

Energy Supply (2)

Question No: 2013/3770

[Murad Qureshi](#)

With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear', do you, as Mayor, believe the 40-year contracts Government is proposing to sign to subsidise new nuclear stations represents good value to Londoners?

Written response from the Mayor

Please see my response to MQ 3769/ 2013.

Energy Supply (3)

Question No: 2013/3771

[Murad Qureshi](#)

With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear', can you please clarify if - after visiting Abu Dubai earlier this year, and congratulating Masdar on their significant investment in the world's largest offshore wind farm, the London

Array - you, as Mayor, are now suggesting that Masdar's support in such projects is worthless to London?

Written response from the Mayor

No.

Energy Supply (4)

Question No: 2013/3772

[Murad Qureshi](#)

Your September 2013 publication '[London's Low Carbon Market Snapshot - 2013](#)' calculated that London benefitted from sales of £2.5 billion in 2011/12 alone linked to new wind farm projects. With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear', at a time of continued financial uncertainty, are your statements not creating significant risk to the future potential of this key growth sector of London's economy?

Written response from the Mayor

No.

Energy Supply (5)

Question No: 2013/3773

[Murad Qureshi](#)

With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear', would the Mayor like to see a moratorium on all future wind farm development in the UK?

Written response from the Mayor

No, I would not argue for a moratorium. However, the Government must focus its attention on a technology that can deliver the UK reliable low and zero carbon energy. That technology is nuclear.

Visit to Dagenham Wind Power Project

Question No: 2013/3774

[Murad Qureshi](#)

Has the Mayor or his Energy Advisor visited the Ford Dagenham wind power project and talked to Ford about the benefits the generation of onsite renewable energy brings?

Written response from the Mayor

No.

London Decentralised Energy Capacity Study

Question No: 2013/3775

[Murad Qureshi](#)

What potential for wind energy was identified in the Mayor's London Decentralised Energy Capacity Study?

Written response from the Mayor

The London Decentralised Energy Capacity Study identified a potential wind energy capacity in London of 2208MW. The report can be found online at:

www.london.gov.uk/sites/default/files/de_study_phase1.pdf.

Supporting datasets can be found on the London Datastore:
data.london.gov.uk/datastore/package/decentralised-energy-capacity-study

Shale Gas

Question No: 2013/3776

[Murad Qureshi](#)

The Government's current guidance on shale gas states "No-one knows at this point what proportion, if any, of the gas in the ground will ever be practically and commercially producible." Why then is the Mayor so confident that shale gas can positively contribute to securing future energy supplies for London's homes and businesses?

Written response from the Mayor

I am of the view that where shale gas can be practically and commercially produced, subject to normal planning and environmental regulation, that opportunity should be permitted to be exploited in order to help Londoners.

Recycle for London Budget Underspend

Question No: 2013/3777

[Murad Qureshi](#)

What plans are there for the £1 million that was allocated to the Recycle for London Campaign and left unspent when the programme closed this spring?

Written response from the Mayor

LWARB through its Efficiencies Committee reconfigured its Efficiencies Programme at the start of 2013 and launched a number of new programmes. LWARB has used the underspend from Recycle for London to support these programmes that include a £800,000 Borough Communications Fund, a £1.2m Driving up Performance Fund and a £400,000 Textile Reuse and Recycling Fund. More information can be found at:

<http://www.lwarb.gov.uk/page/?identity=efficiencies-programme->

Capital Clean Up (1)

Question No: 2013/3778

[Murad Qureshi](#)

Please provide more details on the level of financial contribution and other material support provided by McDonalds for the Mayor's Capital Clean Up Programme?

Written response from the Mayor

In 2013 McDonald's is providing 60 clean-up kits to community groups to the value of £10,000.

McDonald's will be contributing £50,000 per year to the Capital Clean-up initiative in 2014, 2015, and 2016.

Capital Clean Up (2)

Question No: 2013/3779

[Murad Qureshi](#)

How many applications for Community Clean Up grants were received and how many were successful?

Written response from the Mayor

We received 24 applications, 17 were successful.

Capital Clean Up (3)

Question No: 2013/3780

[Murad Qureshi](#)

Have yearly targets been established further to the Mayor's aim of attracting 10,000 "clean up local champions" by summer 2016 and if so please provide details?

Written response from the Mayor

Yes, targets for capital clean-up volunteers have been set as follows:

2013– 1700

2014 - 2500

2015 - 2800

2016 - 3000

Climate Week

Question No: 2013/3781

[Murad Qureshi](#)

Following on from New York's successful hosting of its 5th annual "Climate Week" event, does the Mayor believe London is being left behind in showing leadership on climate change and will the Mayor consider a London "Climate Week" event?

Written response from the Mayor

London has been a supporter of Climate Week and on the contrary to being left behind, it is showing significant climate leadership. For example, my innovative RE:FIT programme which retrofits public buildings with energy efficiency measures has been adopted by other cities and rolled out in UK schools, and my innovative decentralised energy programme model is being replicated nationally in the UK.

Biodiversity Strategy (1)

Question No: 2013/3782

[Murad Qureshi](#)

Please provide details of the total financial cost of the biodiversity strategy including all monies spent on its production and publication.

Written response from the Mayor

There is no detailed breakdown of the costs of the Biodiversity Strategy per se. The Strategy provides a framework for delivery for the biodiversity and green space sector in London. It includes delivery mechanisms (such as influencing and shaping land-use policy) which have no easily identified cost, as well as projects delivered by others where the cost is an embedded cost of another programme or initiative

The document itself was published in 2002 and therefore there is no record of the publication cost.

Biodiversity Strategy (2)

Question No: 2013/3783

[Murad Qureshi](#)

Please provide details of the budget for the team tasked with implementing the biodiversity strategy from the point at which the strategy was published.

Written response from the Mayor

Please see my response to MQ 3782/ 2013.

Biodiversity Targets

Question No: 2013/3784

[Murad Qureshi](#)

Please provide an update on progress against the 13 targets set out in the Biodiversity Action Plan and incorporated into the London Plan.

Written response from the Mayor

A full breakdown, based on best available information, is given under 'Indicator 20: Sites of Importance for Nature Conservation' in *London's Environment Revealed: State of the Environment report for London, June 2011* which I published in partnership with the Environment Agency, Natural England and the Forestry Commission.

See: <http://data.london.gov.uk/documents/SOE-2011-report.pdf>

Business Food Waste Solutions Project (1)

Question No: 2013/3785

[Murad Qureshi](#)

Please outline how this project will engage with SMEs in reducing their food waste and associated costs?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Business Food Waste Solutions Project (2)

Question No: 2013/3786

[Murad Qureshi](#)

Have any delivery targets been established for the roll out of this project? If so please provide details.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Source London (1)

Question No: 2013/3787

[Murad Qureshi](#)

Please provide a breakdown of how many Source London electric charging points have been taken out of service due to technical problems and for how long they were inoperable.

Written response from the Mayor

TfL manages the charge point network on behalf of Source London's partners, however the charge points themselves are owned by the relevant partners. Faults and other issues raised via the Source London contact centre are therefore forwarded to the relevant partner for resolution.

The information available to TfL indicates that, since the scheme launched in May 2011, customers have contacted Source London to raise queries regarding 354 of the charge points on the network. This figure represents all queries raised which are not categorised in such a way that identifies whether or not a charge point has been taken out of service, and for how long.

Source London (2)

Question No: 2013/3788

Murad Qureshi

Please provide figures for how many members Source London has had for each year that it has been in operation?

Written response from the Mayor

Research within the EV industry indicates that EV drivers primarily charge their vehicles at home or in the workplace. For this reason, the Source London scheme launched on 26 May 2011 has always been intended as a 'top up' facility to extend the range of an EV, rather than its primary source of charging.

The below table shows the number of unique members registered as at 31 July for each year since the scheme was launched, and the number registered as at 15 October 2013. As each member may register more than one card, the table also shows the number of unique cards registered.

As at date	Unique Active Members	Unique Active EVID Cards
31-Jul-11	51	78
31-Jul-12	518	647
31-Jul-13	911	1,173
15-Oct-13	1,030	1,338

Smart London Demonstrator Programme (1)

Question No: 2013/3789

Murad Qureshi

What role will the programme play in attempts to combat air pollution and have any targets been set to achieve this?

Written response from the Mayor

The programme is under development. One of the planned demonstrator projects, working with the light freight sector, will aim to monitor and model the impact of the tested solutions on air pollution.

Smart London Demonstrator Programme (2)

Question No: 2013/3790

Murad Qureshi

What long term effects will this programme have on reducing air pollution and making London a "smarter city" after its completion in 2016?

Written response from the Mayor

An objective of the programme is to understand the potential impact of its tested solutions on air pollution. The solutions to be tested will make use of data and information technologies. Long-term potential and potential to scale up will be assessed.

London Schools Hydrogen Challenge

Question No: 2013/3791

[Murad Qureshi](#)

How many schools have so far applied to be part of the challenge?

Written response from the Mayor

The first challenge in 2012/13 involved 18 schools from 14 boroughs, 600 participating students, and 1,237 downloads of challenge related lesson plans. So far 11 schools have signed up for the 2013/14 challenge, with 22 workshops scheduled to take place – more schools and workshops than this time last year.

Big Green Fund

Question No: 2013/3792

[Murad Qureshi](#)

What criteria were established for selecting recipients of funding from the "Big Green Fund"?

Written response from the Mayor

Applicants to the Big Green Fund were asked to demonstrate project delivery on the following criteria:

- All projects should already be identified as a project or project cluster in one of the 11 All London Green Grid (ALGG) Area Frameworks.
- Applications should be made by a representative of one of the ALGG Area Groups, or a similar partnership operating at a similar geography.
- Match funding of at least half of the total project cost is identified (i.e. every pound of GLA funding must be matched by at least pound of additional funding).
- Projects must be deliverable by March 2015 at the latest.

Ten applications were assessed against the core aims of the ALGG including improvement of green space and public realm, improvement of linkages and connections to existing green spaces, neighbourhoods, increase in visitor numbers and so on. Funding has been provided to six of these projects.

Removal of Diesel Particulate Filters

Question No: 2013/3793

[Murad Qureshi](#)

Following your answer to MQ 3177/2013 I have been advised by a constituent that the removal of Diesel Particulate Filters is illegal under Reg: 61A Road Vehicles (Construction & Use) Regulations) (2001). I am also advised that the Greater Manchester Police Force has mounted five prosecutions last year.

Please clarify if it is a criminal offence, in the view of the Mayor, to remove factory fitted diesel particulate filters from cars?

Written response from the Mayor

On 24 September 2013, the Department for Transport published new guidance clarifying the legal status of removing manufacturer installed diesel particular filters on their website. This states:

“It is an offence under the Road vehicles (Construction and Use) Regulations (Regulation 61a(3))¹ to use a vehicle which has been modified in such a way that it no longer complies with the air pollutant emissions standards it was designed to meet. Removal of a DPF will almost invariably contravene these requirements, making the vehicle illegal for road use.”

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/240222/diesel-particulate-filters-guidance.pdf

While a very welcome move, given that diesel particulate filter removal services are currently being advertised I continue to believe further action is required in this area. Consequently I have asked my Environment and Energy Adviser to write to the Chief Executive of the Vehicle and Operator Services Agency (VOSA) to confirm how the regulations are currently being enforced. I will ensure you receive a copy of any reply.

Removal of Diesel Particulate Filters

Question No: 2013/3794

[Murad Qureshi](#)

If the removal of Diesel Particulate Filters is already a criminal offence under Reg: 61A Road Vehicles (Construction & Use) Regulations) (2001) who is the lead agency for enforcement, the Police or the Vehicle and Operator Services Agency?

Written response from the Mayor

Please see my response to MQ 3793 / 2013.

Fuel Poverty - Know Your Rights

Question No: 2013/3795

[Murad Qureshi](#)

Can the Mayor provide details on how many Londoners have been helped out of fuel poverty by his Know Your Rights helpline?

Written response from the Mayor

Know Your Rights is the name of my annual campaign to help disadvantaged groups claim benefits to which they may be entitled and seek advice on managing their money. The Autumn 2011/2012 campaign focused on helping people pay their fuel bills and keep warm during the winter months. For details of outcomes, please see my response to MQ 3757 /2012.

Fuel Poverty- Know Your Rights

Question No: 2013/3796

[Murad Qureshi](#)

How much funding has gone to the Know Your Rights helpline in the years 2012/13 and 2013/14? How effective has the service been in helping Londoners?

Written response from the Mayor

Know Your Rights is the name of my annual campaign to help disadvantaged groups claim benefits to which they may be entitled and seek advice on managing their money and not the name of a helpline.

The January 2013 campaign, which focused specifically on helping older people claim Pension Credit and other benefits, cost £25,000. The campaign generated over 3,700 enquiries and an estimated £794,000 in additional benefit income for older Londoners, who were missing out. The 2014 campaign is in its planning stage.

Mayoral Advisor Visits (1)

Question No: 2013/3797

[Murad Qureshi](#)

What actions and outcomes resulted as a consequence of the Mayor's Environment and Energy Advisor's trip to San Francisco in April of this year?

Written response from the Mayor

My Environment and Energy Advisor is a member of the C40 Climate Leadership Group Board of Directors. The Board was holding an in-person meeting, the outcomes of which included final round interviews for its new Executive Director.

Mayoral Advisor Visits (2)

Question No: 2013/3798

[Murad Qureshi](#)

What actions and outcomes resulted as a consequence of the Mayor's Environment and Energy Advisor's trip to New York in May of this year?

Written response from the Mayor

My Environment and Energy Advisor was representing me at the C40/Clinton Global Initiative Executive Roundtable on "Building Resilient Cities" chaired by President Clinton.

Mayoral Advisor Visits (3)

Question No: 2013/3799

[Murad Qureshi](#)

What actions and outcomes resulted as a consequence of the Mayor's Environment and Energy Advisor's trip to Rio de Janeiro in June 2012?

Written response from the Mayor

London is a member of the C40 Climate Leadership Group's Steering Committee and my Environment and Energy Advisor is my nominee on the Committee. The Steering Committee had an in-person meeting on the margins of the Rio+20 Conference. He also represented me at the Mayor's meeting chaired by Mayor Bloomberg.

Mayoral Advisor Visits (4)

Question No: 2013/3800

[Murad Qureshi](#)

Can you please provide details of all international flights undertaken by Mayoral advisors over the past year? What CO2 offsetting programme is used in relation to these flights?

Written response from the Mayor

Flight details attached in Appendix 5.

We have yet to calculate the carbon offsets relating to these flights and our Environment Team are currently considering whether a London Offsetting Scheme could be set up which would fund London-focused projects.

Community Energy and Planning

Question No: 2013/3801

[Murad Qureshi](#)

How is the Mayor taking forward his proposal in the London Plan Revised Early Minor Alterations to "promote community led initiatives for renewable and low carbon energy being taken forward through neighbourhood planning"?

Written response from the Mayor

The draft Sustainable Design and Construction SPG, in paragraphs 2.4.13 and 2.4.29, sets out examples of measures that communities could identify in their detailed neighbourhood energy plans. Measures could include community energy generating projects and retro-fitting schemes.

Switching Energy Supplier

Question No: 2013/3802

[Murad Qureshi](#)

How has the Mayor encouraged Londoners to switch their energy supplier? According to Which?, switching suppliers can save an average of £141 and London has one of the lowest levels of supplier switching in the UK. Londoners could be saving five times the amount of money as that observed by 97% of the households that went through the RE:NEW programme with a simple phone call.

Written response from the Mayor

Please see my response to MQT 3765/2013 for information how my RE:NEW programme supports energy switching.

Clean Air Act

Question No: 2013/3803

[Murad Qureshi](#)

Has the Mayor responded to Defra's call for evidence to support a policy review of the Clean Air Act 1993 and if so will the Mayor publish that response?

Written response from the Mayor

The deadline for responses is 29 October. I will be responding and I will publish my response in due course.

Affordable Warmth and Health Action Plan (1)

Question No: 2013/3804

[Murad Qureshi](#)

With reference to MQ 3375/2013 I'm glad you have confirmed that as part of your programme of tackling fuel poverty in London, you have finalised a new 'Affordable Warmth and Health Action Plan'. Can you outline the key actions in the Plan?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Affordable Warmth and Health Action Plan (2)

Question No: 2013/3805

[Murad Qureshi](#)

How much budget has been allocated by the Greater London Authority and London Councils to your new Affordable Warmth and Health Action Plan over 2013/14?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Affordable Warmth and Health Action Plan (3)

Question No: 2013/3806

[Murad Qureshi](#)

What targets have been set for alleviating fuel poverty in London in your new Affordable Warmth and Health Action Plan?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Affordable Warmth and Health Action Plan (4)

Question No: 2013/3807

[Murad Qureshi](#)

How many GLA officers will be working on the delivery of your new Affordable Warmth and Health Action Plan?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Affordable Warmth and Health Action Plan (5)

Question No: 2013/3808

[Murad Qureshi](#)

Can you confirm when your new Affordable Warmth and Health Action Plan was agreed and what actions have taken place since its completion?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Affordable Warmth and Health Action Plan (6)

Question No: 2013/3809

[Murad Qureshi](#)

Can you make available to the London Assembly a copy of your new Affordable Warmth and Health Action Plan?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Automatic Rollover Contracts

Question No: 2013/3810

[Murad Qureshi](#)

Following your answer to MQ 3153/2013 will the Mayor lobby the big six energy companies to cease this practice which ties struggling SMEs into long and expensive contracts?

Written response from the Mayor

No. The role of regulating energy companies lies with the Office of Gas and Electricity Markets (Ofgem) who is the independent National Regulatory Authority in the UK responsible for protecting the interests of consumers.

However, some energy companies are already taking the initiative of ending this practice, will not roll over contracts and will be negotiating individual contracts.

Rainwater Harvesting

Question No: 2013/3811

[Murad Qureshi](#)

Following your answer to MQ 3167/2013 please detail how much the pilot cost, how many schools were involved and how the success of this project was measured?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

London Energy Efficiency Fund

Question No: 2013/3812

[Murad Qureshi](#)

Following your answer to MQ 3161/2013 can the Mayor provide a redacted version of the papers produced for the Advisory Committee to allow greater scrutiny of this important project?

Written response from the Mayor

LEEF is involved in the provision of debt finance - a commercial activity. The Advisory Committee's Papers are therefore commercially confidential, as previously advised. However, information concerning the Fund's history, management, investment criteria, application process, contact details and FAQ can be found at www.leef.co.uk

Climate Change Strategy

Question No: 2013/3813

[Murad Qureshi](#)

Following your answer to MQ 3169/2013 it is clear that a great deal of information has been learnt through these work streams. However it is not clear how this information will be used practically. Please detail how the information learnt will be used in making London more resilient to heatwaves?

Written response from the Mayor

The London Climate Change Partnership has analysed the various information and actions resulting from these work streams and is convening a cross-sectoral working group on heat risk, which will meet in November. This group will look at how the learning from these work streams can be implemented across the sectors responsible for action.

Responding to Heatwaves

Question No: 2013/3814

[Murad Qureshi](#)

Following your answer to MQ 3173/2013 what steps will you be taking to ensure other parts of London are able to respond to heatwaves at a community level?

Written response from the Mayor

Further to my response to MQ 3813/ 2013, my officers are working with the London Climate Change Partnership to understand how to complement the actions set out in the National Heatwave Plan and support community level responses.

Health Building

Question No: 2013/3815

[Murad Qureshi](#)

Following your answer to MQ 3174/2013, you state that as the GLA was not the lead applicant it is not possible to publish the TSB's response. However as it was a joint bid for funding was

there any attempt to solicit feedback and will you please consider obtaining and sharing such information?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Energy Efficiency

Question No: 2013/3816

[Murad Qureshi](#)

Following your answer to MQ 3183/2013 how do these costs compare to other comparable materials produced for similar schemes?

Written response from the Mayor

The costs for delivering this project are comparable with other schemes. The competitive procurement for the project was carried out in accordance with the Greater London Authority's procurement strategy, which ensures best practice and value for money.

London Underground Electricity Supply

Question No: 2013/3817

[Murad Qureshi](#)

Following your answer to MQ 3185/2013, what proportion of London Underground's electricity supply is derived from renewable sources and what targets have been set in this regard?

Written response from the Mayor

London Underground currently contracts nine per cent of its electricity supply from renewable sources.

TfL's strategy is to diversify its energy supply to mitigate against the risk of higher prices, deliver CO₂ reductions, and provide a level of security of supply.

As well as looking at opportunities via the National Grid, a key focus is on sourcing low carbon and renewable energy from local generators in London.

As set out in my answer to MQ 281/2012, TfL is working with the market to develop a solution for converting its existing emergency power station at Greenwich into a low carbon source.

New Substations

Question No: 2013/3818

[Murad Qureshi](#)

Following your answer to MQ 3197/2013 will the Mayor be lobbying for the two further substations that are omitted from UKPN's Business Plan submission to Ofgem?

Written response from the Mayor

I will lobby for the two further substations, in conjunction with the interested London boroughs and as part of my on-going discussions with the Government and Ofgem, to ensure that London's electricity infrastructure is fit for purpose and cost competitive.

Welfare Reform

Question No: 2013/3819

[Murad Qureshi](#)

Following your answer to MQ 3157/2013 please direct me to the precise section (s) of the Government's impact assessment that references fuel poverty in London.

Written response from the Mayor

As set out in response to MQ 2570 / 2013 "Welfare reform will lead to more people entering work. Taken with the Government reducing the tax burden on the lowest paid as the personal allowance is raised these measures will mean that fewer people are in danger of entering fuel poverty". The impact assessment referenced in MQ 3157/2013 provides evidence of how welfare reform is expected to affect the levels of people entering work.

Jubilee Sports Centre, Queens Park Ward

Question No: 2013/3820

[Murad Qureshi](#)

The London Plan states in 3.19b that proposals which result in a net loss of sports and recreation facilities, including playing fields should be resisted. On these grounds, will you consider calling in the proposal in Westminster for the loss of the Jubilee Sports Centre in the Queens Park Ward?

Written response from the Mayor

Based on the information publically available it does not appear that either of the applications for the re-development of the Moberly or Jubilee sports centres will be referable to me. Therefore I have no statutory power to intervene.

Works at Edgware Rd tube

Question No: 2013/3821

[Murad Qureshi](#)

Are there any other works planned to Edgware Rd (Bakerloo line) tube station apart from the lift works already proposed?

Written response from the Mayor

Along with the lift replacement currently underway at Edgware Road (Bakerloo line) station, TfL is also improving the ambience in the station by refreshing the existing tiling, ceiling and wall finishes, improving lighting and upgrading the ventilation. TfL will also carry out structural repairs to external walls and refurbish the roof. This will be complete by the end of this year.

City Hall crane costs

Question No: 2013/3822

[Murad Qureshi](#)

How much does the GLA spend annually on hiring cranes in order to service and maintain the exterior of City Hall?

Written response from the Mayor

The GLA does not hire cranes to service and maintain the exterior of City Hall.

Under the terms of the GLA lease a mobile elevating work platform crane is provided with the building for the duration of the lease.

Badger cull in London

Question No: 2013/3823

[Murad Qureshi](#)

With over 500 farms in Greater London (reference Mayor's Question 1899/2008), has there been a badger cull in London during the last year and to what extent?

Written response from the Mayor

No.

ITU Triathlon World Championships

Question No: 2013/3824

[Murad Qureshi](#)

Did TFL undertake any consultations to assess the impact on the transport network prior to London hosting the Triathlon events grand final?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Burial space in London

Question No: 2013/3825

[Murad Qureshi](#)

When do you expect London to run out of burial spaces and in which boroughs are there the most acute shortages?

Written response from the Mayor

The link below takes you to the audit of burial provision I commissioned in 2011. It contains information on which boroughs are facing the most acute problems. Boroughs have powers to re-use burial space and can extend provision in their existing cemeteries by doing so.

<http://www.london.gov.uk/priorities/planning/publications/audit-of-london-burial-provision>

London Plan & burial space

Question No: 2013/3826

[Murad Qureshi](#)

Section 3D.19 of the London Plan relating to burial space states:

"DPD policies should ensure that provision is made for London's burial needs, including the special needs of certain religious or cultural groups for whom burial is the only option. Provision should be based on the principle of proximity to local communities" and..... "The Mayor will promote the policies for sustainable cemeteries published by London Planning Advisory Committee (LPAC) in 1997"

What has the Mayor done during his tenure in office to achieve this?

Written response from the Mayor

Policy 7.23 of the London Plan sets out my approach to burial provision. I have no powers for burial provision, there are powers on re-use available to boroughs. I commissioned the 2011 study to provide a more up to date picture on provision. Working with the Institute of Cemetery and Crematorium Management I have raised the issue of burial provision with the boroughs via the Association of London Borough Planning Officers.

Exporting congestion charging to China

Question No: 2013/3827

[Murad Qureshi](#)

Will you be promoting the concept of a congestion charge when you next visit China?

Written response from the Mayor

No.

Dredging the Thames

Question No: 2013/3828

[Murad Qureshi](#)

Can you clarify how dredging along the Thames are scheduled and prioritised and further, what are the PLA's statutory duties in relation to keeping the navigation ways along the Thames clear?

Written response from the Mayor

The Port of London Authority is the Navigation/Conservancy Authority of the River Thames and my officers have asked the PLA to respond to you directly as Chair of my London Waterways Commission on this question by the next LWC meeting (18th November).

Dredging at Brentford

Question No: 2013/3829

[Murad Qureshi](#)

When was the last time the Thames was dredged at Brentford?

Written response from the Mayor

The Port of London Authority is the Navigation/Conservancy Authority of the River Thames and my officers have asked the PLA to respond to you directly as Chair of my London Waterways Commission on this question by the next LWC meeting (18th November).

Cycling infrastructure on TfL's roads through Chiswick (1)

Question No: 2013/3830

[Murad Qureshi](#)

Can you confirm whether the Sutton Court Road/A4 junction is being assessed under the junction review scheme for safe cycling?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycling infrastructure on TfL's roads through Chiswick (2)

Question No: 2013/3831

[Murad Qureshi](#)

With regards to the Hogarth roundabout, representatives from Hounslow Cycling Campaign agreed with TfL engineers, at a site meeting in March 2013, that signalised crossings were necessary in order to provide a safe, continuous cycle route through the junction. However, a subsequent email (June 2013) from TfL's North & West region Senior Regional Planner; Laura Dyett claimed that TfL were working on plans for 'informal crossings'. The cycle lanes at the junction are currently a mess and are closed as they are so unsafe. Can you please confirm what the current proposals for this scheme are?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycling infrastructure on TfL's roads

Question No: 2013/3832

[Murad Qureshi](#)

What are you doing to improve the state of road surfaces for cyclists? I've noticed the area of road nearest to the pavement and which happens to be used by cyclists the most, is often in the poorest state with uneven surfaces. Are you doing anything to address this?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Study to boost river travel capacity

Question No: 2013/3833

[Murad Qureshi](#)

TfL has commissioned a new study to look at boosting capacity at three central London piers, aiming to unlock further growth in River Bus and River Tour Services. The piers being looked at are Bankside, Embankment and Westminster. Will you consider extending the study to areas like Hounslow where there is no river stopping service at all?

Written response from the Mayor

The study is one of many items included in the River Action Plan, which aims to bring about a substantial increase in the annual number of passenger journeys on the River Thames to 12 million by 2020.

The particular study you refer to focuses on existing piers, where the growth of river services is currently being constrained by berthing capacity limitations. The extension of Bankside, Embankment and Westminster Piers will unlock additional commercial river bus, river tour and charter services to and from these locations, leading to improvements on the wider river network.

The situation at Hounslow is rather different. The issue here is not inadequate pier capacity, rather the commercial viability of regular boat services. I will ask TfL to brief you on this issue.

Hounslow East tube station-footpath from Kingsley Road to The Orchard/North Drive

Question No: 2013/3834

[Murad Qureshi](#)

Does TfL have any responsibility for the maintenance of the footpath and adjoining land between Kingsley Road and The Orchard/North Drive near Hounslow East tube station?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Marylebone Police Station

Question No: 2013/3835

[Murad Qureshi](#)

Can you please update me about the status of Marylebone police station. Is the station now closed and is it up for sale or do you intend to offer it for sale in the foreseeable future?

Written response from the Mayor

As we set out in the public access documents for the City of Westminster in March 2013, the station has now closed. MOPAC hold a leasehold interest in the property and are in discussions with the landlord in regard to future arrangements.

Health impacts of cold homes

Question No: 2013/3836

[Onkar Sahota](#)

Living in a cold, damp home leads to a higher risk of poor health outcomes, including cardiovascular and respiratory diseases and mental health problems among all age groups, but also has indirect negative health impacts on children's dexterity and educational attainment. Alarming, as Winter approaches, about 560,000 London households are in fuel poverty and take-up of the Government's Green Deal remains low. The ONS said excess winter mortality for 2011/12 was highest in London. What will you be doing this Winter to reduce the negative health impacts for those Londoners living in cold homes?

Written response from the Mayor

I am taking a number of actions to reduce the impacts of living in cold homes:

- To make London's homes warmer and less costly to heat, my RE:NEW programme has acted early to deliver £4 million of energy efficiency measures, funded by DECC, to London's fuel poor homes already this year.
- My RE:NEW Interim Support Team works directly with social housing providers and boroughs to secure investment from energy suppliers and their delivery agents to catalyse energy efficiency at scale.
- I am continuing my annual Know Your Rights campaign, working with Age UK to promote awareness of benefits and financial support available to older people to help keep their homes warm through the winter.
- My 'Better Environment, Better Health' guide, which will be published shortly, highlights environmental health determinants, including fuel poverty, and recommends actions for boroughs.
- I am continuing to fund those boroughs that did not reach the Decent Homes Standard 2010 through the Decent Homes Backlog Fund.

London Health Commission I

Question No: 2013/3837

[Onkar Sahota](#)

What is Lord Ara Darzi's remit for your London Health Commission?

Written response from the Mayor

Lord Darzi will chair the independent London Health Commission.

Please see my response to MQ 3838/ 2013.

London Health Commission II

Question No: 2013/3838

[Onkar Sahota](#)

What are the terms of reference for your London Health Commission?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Walk-in Centres

Question No: 2013/3839

[Onkar Sahota](#)

Knowing very well that A&Es are under pressure in the summer months and things will only get worse in the winter months will you , as part of your work to reduce health inequalities in London, ask the NHS to stop the closures of walk-in centres that the most vulnerable rely on until we have a proper solution for London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

NHS underspend

Question No: 2013/3840

[Onkar Sahota](#)

Given your duty to reduce health inequalities in London, do you think that underspend in the NHS should be used to provide greater social care for elderly Londoners in their own home, and do you think this would reduce health inequalities?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Calls to 111

Question No: 2013/3841

[Onkar Sahota](#)

To ensure that all Londoners have access to appropriate care, do you think calls to NHS 111 should be handled by nurses?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Review A&E closures

Question No: 2013/3842

[Onkar Sahota](#)

In light of the rising pressure on London's A&Es, which serve some of the most deprived communities in the country, do you agree there should be a strategic review of the piecemeal A&E closure programmes currently under way in London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Shadow Secretary of State for Health's rescue plan for A

Question No: 2013/3843

[Onkar Sahota](#)

Do you support the Shadow Secretary of State for Health's plan to rescue A&E departments? Do you think its implementation would be beneficial to Londoners?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

London Health Board meetings

Question No: 2013/3844

[Onkar Sahota](#)

At the last MQT you promised me that you would look into whether the meetings of the London Health Board can be held in public. At September's Health Committee meeting both Ruth Carnall and Anne Rainsberry said that there is no reason why they cannot be held in public. Will you please confirm whether the future meetings will be public or not?

Written response from the mayor

Officers are drafting a response which will be sent shortly.

Food banks**Question No: 2013/3845**

[Onkar Sahota](#)

What are you doing to support the food banks that Londoners increasingly rely onto feed themselves and their children?

Written response from the Mayor

My food team are working on a range of initiatives to help alleviate food poverty in London.

Audit of 'Bedroom Tax**Question No: 2013/3846**

[Navin Shah](#)

Have you carried out an audit of the impact of the 'Bedroom Tax' on a Borough by Borough basis in London and do you have any estimates of how many households will have to move out from their current accommodation as a result? If not, do you have any plans to undertake any such research?

Written response from the Mayor

The GLA does not collect this data.

'Bedroom Tax' (1)**Question No: 2013/3847**

[Navin Shah](#)

Do you think the 'bedroom tax' is likely to lead to a significant reduction in overcrowding? Can you indicate the level of reduction in overcrowding across London resulting from this policy?

Written response from the Mayor

Any reduction in the level of underoccupation is likely to lead a reduction in overcrowding, however the GLA does not make any projections about this trend.

'Bedroom Tax' (2)**Question No: 2013/3848**

[Navin Shah](#)

Do you know what the implications of the 'bedroom tax' in the incomes of low-income Londoners and for Registered Providers?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

London's Affordable Homes Target (1)

Question No: 2013/3849

[Navin Shah](#)

With only 43 starts in the first quarter of this year - can you guarantee that you would meet your target of building 55,000 affordable homes for London by 2015?

Written response from the Mayor

I am currently on track to achieve the 55k affordable housing target to March 2015, however this is a challenging target and my teams continue to work with partners to ensure scheme completions remain on track. There were 3,018 starts achieved to the end of September 2013.

London's Affordable Homes Target (2)

Question No: 2013/3850

[Navin Shah](#)

Can you confirm the percentage of family size affordable homes you plan to deliver for London by 2015?

Written response from the Mayor

My target is that 36% of rented homes delivered in the 2011-15 period will have three-bedrooms or more.

Affordable Homes in Brent

Question No: 2013/3851

[Navin Shah](#)

Can you please tell me how many affordable homes will be delivered in Brent by 2015 and indicate the percentage proportion of units e.g. how many Studio, 1, 2, 3 and 4 bedroom units have you targeted for?

Written response from the Mayor

Within the 2011-15 period 1,125 affordable homes have been delivered in the London Borough of Brent up to the end of September 2013.

We do not forecast future completions by Borough, tenure and bedroom size.

Affordable Homes in Harrow

Question No: 2013/3852

[Navin Shah](#)

Can you please tell me how many affordable homes will be delivered in Harrow by 2015 and indicate the percentage proportion of units e.g. how many Studio, 1, 2, 3 and 4 bedroom units have you targeted for?

Written response from the Mayor

Within the 2011-15 spending review 698 affordable homes have been delivered in the London Borough of Harrow up to the end of September 2013.

We do not forecast future completions by Borough, tenure and bedroom size.

Homeless Families (1)

Question No: 2013/3853

[Navin Shah](#)

Figures from Shelter show that 2,090 homeless families across England have been placed in B&Bs after losing their homes, an eight per cent rise on the same period last year, and the highest since September 2003.

Overall homeless figures also rose by more than five per cent in the last year. This includes 8,790 families with children - the equivalent of one family losing their home every 15 minutes.

What are you doing to provide support available to families who face losing their homes, and to provide the safety net that gives families who fall on hard times the advice and support they need to rebuild their lives?

Written response from the Mayor

Any use of B&B for homeless families is of concern. That is why the Department for Communities and Local Government has allocated an additional £1.9m to help councils find better options for homeless families. Recipients of this funding include five London authorities: Barking and Dagenham, Croydon, Hounslow, Redbridge and Westminster.

Local authorities' work to provide alternatives to temporary accommodation for homeless families is also supported by Homelessness Prevention Funding from the Department of Communities and Local Government. The Mayor helped to secure a substantial allocation of this funding for London authorities.

Homeless Families (2)

Question No: 2013/3854

[Navin Shah](#)

Can you give evidence of dates and times you have met with relevant officers ie. local authorities about the number of homeless families living in bed & breakfast accommodation?

Written response from the Mayor

My Deputy Mayor for Housing and Land regularly meets with the local authorities that have the highest levels of homelessness in the capital.

Payday loan bans

Question No: 2013/3855

[Navin Shah](#)

A ban on payday lenders advertising in public spaces in Leeds is to be examined by the City Council. Birmingham City Council is thought to be considering similar plans. It has also teamed up with 8 other local authorities such as Liverpool, Newcastle, Sheffield, Leeds, Tower Hamlets and Islington, to draw up proposals for a bylaw to stem companies which charge annual interest rates of up to 5,000% on short-term loans.

1) When will the Mayor stop accepting pay day loan adverts on GLA property and businesses such as TFL buses?

2) Do you have a strategy to work with Borough Councils in London towards introducing initiatives against proliferation of Payday Loan companies locally and provide support and advice to those who have succumbed to the horrific short-term loans?

Written response from the Mayor

Please see my response to MQ 1959 / 2012 at:

<http://mqt.london.gov.uk/mqt/public/question.do?id=41715>.

1. As this response makes clear, only legitimate, regulated credit providers are entitled to purchase advertising for their products on public transport from TfL's advertising contractors.
2. This is a matter for local authorities. I continue to promote credit unions and free debt advice services in the capital. My advice to Londoners is that they should always be careful when borrowing money and to be particularly cautious of punitive interest rates.

Ramps on the Underground

Question No: 2013/3856

Navin Shah

As you will know, LU recently announced the roll out of ramps at 19 more stations on the Tube, which is great news. However, I have been contacted by Transport for All who are less thrilled by the fact that there are 40 stations where there is still a gap or step between platform and train. This includes Kilburn Station, where there was a ramp which was taken away.

The ramp at Kilburn Station was working safely before but for unknown reasons it was removed six months, forcing wheelchair users in the area to go from 20minute journey on the Tube to 2 hours by bus.

I would really appreciate if TfL could bring the ramp back to Kilburn Station without any delay? If this can't be done, I'd like to know why not.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Metropolitan Police and a new cadet scheme aimed at teenagers

Question No: 2013/3857

Navin Shah

I have been contacted by a Harrow constituent, who says that he has become aware through Twitter, that the Metropolitan Police are heavily promoting a new cadet scheme aimed at teenagers. He would like to know how much money is being spent on this scheme by the Met Police and would like to know why they are inventing their own cadet force instead of working closely with the existing cadet forces which already receive government money. What is your response to this?

Written response from the Mayor

The Volunteer Police Cadets (VPC) is not a new scheme, but has existed for 25 years.

The VPC scheme and its expansion is a key part of my Police and Crime Plan. It is an excellent scheme that gives young Londoners opportunities to support the police and realise their full potential. There are currently over 2700 cadets in the scheme, half of which are from a Black & Minority Ethnic (BME) background. The scheme also focuses on supporting vulnerable young

people and a third of its membership is recruited from those who are vulnerable to crime and/or social exclusion.

Whilst the VPC programme works closely with other uniformed youth organisations, it operates differently with specific aims around youth engagement and diversion; supporting policing; and the reduction of youth crime.

Total expenditure for the programme in the most recent completed financial year (2012/13) was £363,964.

Step Free Access for Outer London Stations

Question No: 2013/3858

[Navin Shah](#)

What strategy there is in TfL's business plan to prioritise step free access for Outer London stations which seem to have been neglected?

Written response from the Mayor

It is not, in fact, the case that outer London stations have been neglected – the majority of the 66 stations on the Tube that currently have step-free access are in zones 3-6. This is one reason why investment in step-free access schemes on the Tube is currently focused on key interchange stations where such schemes can provide the greatest benefit for the largest numbers of customers.

Of course I want to see step-free access introduced at additional outer London stations too. As set out in its 'Your Accessible Transport Network' document, TfL is committed to providing step-free access at a further 27 Overground and Underground stations by 2021/22, and many of these are Outer London stations. TfL is continuing to look for other opportunities and to identify affordable step-free schemes.

One such opportunity in terms of National Rail stations is the further £103 million the government has recently announced in Access for All funding for England and Wales. TfL is already working to identify which of its stations it could nominate, and will provide further information once it is available. Details of the step-free access schemes that are being delivered by Network Rail with previous rounds of Access for All funding are available on the Network Rail website.

Of course, TfL's accessibility improvements go beyond making stations step-free, and other infrastructure improvements have been made across the network. There are now 370 wide aisle gates installed across 184 stations, whilst manual boarding ramps have been rolled out at 35 stations, including many in 'Outer London'. Tactile paving has also been installed on the vast majority of Tube station platforms.

Step Free Access for Rayners Lane Station

Question No: 2013/3859

[Navin Shah](#)

I support local residents and commuters using Rayners Lane station who are concerned about lack of step-free access to this vital station in South Harrow area. Please indicate what plans you have to provide this critical amenity?

Written response from the Mayor

Currently 66 Tube stations have step-free access and TfL already has plans to make 27 more Tube and Overground stations step-free in the next eight years through installing measures including lifts, platform humps and manual boarding ramps. However, funding is limited and current investment in step-free access schemes is therefore focused on locations where the improvements will benefit the most passengers.

TfL is continuing to look for other opportunities and to identify affordable step-free schemes. Although there is no current plan to provide step-free access at Rayners Lane station, where the restrictive layout of the station adds further difficulty, TfL will continue to look for other opportunities to tackle this, here and elsewhere.

Accessibility on Public Transport (1)

Question No: 2013/3860

[Navin Shah](#)

A local disability group has contacted me to ask you when there will there be access improvements e.g. provision of lift at Harrow on the Hill and Stanmore stations?

Written response from the Mayor

Currently 66 Tube stations have step-free access and TfL plans to make 26 more Tube and Overground stations step-free in the next eight years through installing measures including lifts, platform humps and manual boarding ramps. However, funding is limited and current investment in step-free access schemes is therefore focused on key interchanges such as Bond Street, Tottenham Court Road and Victoria where the improvements will benefit the most passengers.

TfL is continuing to look for other opportunities and to identify affordable step-free schemes. This includes examining options across the Tube, including at Harrow-on-the-Hill, to see how stations and nearby property might best be used to generate the funding required to make more stations step-free.

Stanmore already offers a step-free access route - although I am aware it is not ideal. Future editions of the Tube map will make it clear that the route is not suitable for everyone.

Accessibility on Public Transport (2)

Question No: 2013/3861

[Navin Shah](#)

A local disability group has written to me stating that even though some of the tube and train stations on the Jubilee Line are advertised as being accessible, this is not the case for people with electric wheelchairs.

They have asked whether something can be done about the gap between platforms and tubes/trains?

Written response from the Mayor

TfL is making significant improvements across the network to provide better platform to train access.

Of the platforms that are currently accessible step-free from the street, 76 per cent (149 out of 195) now have level access to the train through the use of ramps, permanent raised platform sections, low floor trains and other improvements.

All stations on the Jubilee line extension (Westminster to Stratford) were built within a maximum step of 50mm and gap of 85mm, which is suitable for most wheelchair users.

At some stations, factors such as the historic design of the platforms and track - particularly where there is a step down from the platform to the train - mean that the use of boarding ramps has not been possible. Work by LU to find solutions in these cases is now underway.

Accessibility on Public Transport (3)

Question No: 2013/3862

[Navin Shah](#)

A local disability group has stated that some buses have enough space for wheelchairs, but would like to know whether all buses will be made accessible for wheelchair users?

What will you do about this and have you had many complaints of this kind?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

London Transport Bus Blinds

Question No: 2013/3863

[Navin Shah](#)

I write further to your answer to Question No: 3231 / 2013. Thank you for the explanation but you have not answered question B) which asks 'Who did TfL consult about the change?' Isn't consultation required to meet the Equalities Act you refer to in your response? In addition, the concern surrounding the change of destination blinds was about better contrast/visibility afforded by the yellow and black blinds during the daytime compared to the new ones. Any comments?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

2020 Vision - Harrow

Question No: 2013/3864

[Navin Shah](#)

I write further to your answer to Question No: 3240 / 2013. I note that you have not answered my question about the exclusion of Intensification Areas in your vision document. However, I'm glad that the Outer London Commission is investigating the further potentials for the Intensification Areas. Can you please advise when would the investigation results / report be published? Would you be consulting on the outcome of OLC's findings / recommendations?

Written response from the Mayor

The Outer London Commission will conclude its third round of meetings in November 2013 and will report as soon as possible thereafter. This report will inform potential Further Alterations to the London Plan which would be issued for public consultation.

Free Schools at Fire Station Sites

Question No: 2013/3865

[Navin Shah](#)

I write further to your answer to Question No: 3241 / 2013. You state that LFB had 'early' discussions with GLA officers. When do you expect to announce the findings of these joint discussions?

Written response from the Mayor

Discussions are still in early stages.

Change of use from Office to Residential (1)

Question No: 2013/3866

[Navin Shah](#)

I write further to your answer to Question No: 3242 / 2013. Can you give evidence of dates and times you have met with boroughs and others to monitor the impact of this policy carefully?

Written response from the Mayor

London Councils were approached on 13th August to investigate the scope to register prior approvals for office to residential conversions as an interim measure with a view to seeking borough sign up to changing the London Development Database (LDD) to record them in the longer term. An interim monitoring form was sent by London Councils to the Association of London Borough Planning Officers (ALBPO) on 21st August. The revised Information Scheme for the LDD, including provision to monitor the fields in the interim form, was sent to boroughs by post on 28th August and 18 signed copies have been received back to date.

Change of use from Office to Residential (2)

Question No: 2013/3867

[Navin Shah](#)

I write further to your answer to Question No: 3242 / 2013. Harrow Council's application for exemption was for a small geographical area only e.g. limited to the 'Intensification Area'. Why did you not support Harrow's application which met your criteria of 'strategic overview' and small 'geographical area'? As a consequence of your failure to support Harrow's pleas for exemption there will be detrimental impact on the economic regeneration proposals made in their area action plan.

Written response from the Mayor

In light of my strategic remit I sought specific exemptions for nationally important office locations. In view of their cumulative importance, I also provided a strategic context to support robustly justified borough submissions for locally important office locations elsewhere in outer and inner London. In this I drew Government's attention particularly to office locations identified in the London Plan as having strategic importance: town centres identified with potential for office development, other specialist strategic office locations, Strategic Industrial Locations and locally significant industrial sites. In view of the timescale and resources available for the consultation, individual boroughs such as Harrow were best placed to make authoritative, detailed representations for these and other locations in light of their local knowledge.

Accessibility on the new London Buses

Question No: 2013/3868

[Navin Shah](#)

I write further to your answer to Question No: 3237 / 2013. You state 'TfL is investigating to further improve the accessibility and usability of wheelchair bay...' Can you indicate the

timetable for this and how will the findings of the investigation be announced to the relevant bodies / users and the members of public as a whole?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Conversion of Shops into Flats

Question No: 2013/3869

[Navin Shah](#)

Will you be opposing the Government's plans to reverse the conversion of shops into flats without requiring planning permission across London? Please advise your policy / strategic approach to this ill-conceived deregulation.

Written response to the Mayor

Please see my response to MQ 3703/ 2013.

Closure of Jubilee/Met Line

Question No: 2013/3870

[Navin Shah](#)

Why do you persist on weekend closure of Jubilee/Met Line Services on major event days like Ashes Test Match and at Wembley Stadium?

Written response from the Mayor

I do not recognise your assertion and TfL is not aware of any recent major events at Wembley Stadium or Lord's Cricket Ground having taken place at the same time as a closure of the Jubilee or Metropolitan lines in their respective areas.

In planning necessary closures, TfL works extremely closely and has a continuous dialogue with the major sporting, music and event organisers – including Wembley Stadium and Lord's Cricket Ground. This ensures that when closures are necessary they do not affect major events with large attendances. Through this dialogue, TfL has for example been able to avoid impacting all but one London Premier League fixture (out of the possible 114 matches throughout the 2013/2014 season).

Although some closures will always be necessary in order to maintain a safe and reliable service on the Tube, TfL has worked successfully to reduce their number and impact in recent years and always seeks to keep disruption to the travelling public to a minimum.

Broadband in Rotherhithe

Question No: 2013/3871

[Valerie Shawcross](#)

Are you prepared to take steps as Mayor of London, working with BT and other relevant agencies, to progress the roll out of improved broadband speeds in the Rotherhithe area?

Written response from the Mayor

Officers at the GLA are working very closely with all the relevant agencies to deliver a step-change in the London connectivity to drive economic growth and jobs.

My office will be happy to help facilitate any discussions between the Rotherhithe communities and Broadband providers to ensure their views are taken into account.

The Super Connected Cities Plan (SCCP) is largely focussed on a demand led voucher scheme to encourage the take up of ultrafast broadband amongst high growth SMEs across all London boroughs including SME's in Rotherhithe area.

Transport works co-ordination

Question No: 2013/3872

[Valerie Shawcross](#)

I have received a complaint from a Londoner who was forced to pay for a minicab for part of a necessary weekend journey recently, because not only local tube services, but also local rail services were both suspended for works. While I - and the resident in question - fully appreciate the need for works to be undertaken at weekends, what steps do TfL currently take to try to co-ordinate closures with Network Rail, and what can be done in future to ensure that at least some services remain available?

Written response from the Mayor

The London Area Closures Co-ordination meeting, which takes place every three months, looks at future closures for both TfL and Network Rail. This meeting helps to jointly plan closures more than two years in advance, and is used to minimise the impact on the travelling public as far as possible.

There are also additional meetings between TfL, Network Rail and the Train Operating Companies to deal with specific major works – for example around the Christmas period.

At Director level the Travel Demand Board meets on a regular basis to discuss significant works planned by both TfL and Network Rail, assess their possible impact, and put in place mitigation where appropriate.

TfL is working with Network Rail to develop a joint planning tool which will allow it to co-ordinate works more accurately, and this is scheduled to have been fully implemented by the end of the next financial year.

Crystal Palace Park

Question No: 2013/3873

[Valerie Shawcross](#)

Please outline what involvement Transport for London and Network Rail have had so, in the proposals to rebuild the Crystal Palace, with regard to public transport capacity in the area.

Written response from the Mayor

My officers have briefed TfL colleagues on the proposals to rebuild the Crystal Palace.

Crystal Palace Park 2

Question No: 2013/3874

[Valerie Shawcross](#)

Please indicate how Transport for London and Network Rail will be engaged in the discussions regarding the proposals to rebuild the Crystal Palace.

Written response from the Mayor

A meeting is in the diary between Transport for London and Mr Ni's team to scope out the work required to assess and develop mitigations for any transport impact of the proposals. Network Rail will then be pulled in to this impact assessment work.

Barclays Cycle Hire problems

Question No: 2013/3875

[Valerie Shawcross](#)

I have received several complaints from constituents over the past couple of months about sums of money being erroneously deducted from their bank accounts, apparently by the cycle hire scheme. Sometimes the deductions seem to be for no reason and in some cases the sums involved have been significant, causing distress and inconvenience for those affected. Has a systemic problem with the system been identified and what is being done to prevent further erroneous deductions?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

255 bus extension

Question No: 2013/3876

[Valerie Shawcross](#)

Please give an update on the delayed plan to extend this bus route.

Written response from the Mayor

TfL is ready to extend the service from 7 December, subject to alterations to parking restrictions by the London Borough of Lambeth.

Bus blinds

Question No: 2013/3877

[Valerie Shawcross](#)

Neither your answer to my question 3256/2013 nor your answer to my question 3257/2013, nor indeed your answer to my colleague Navin Shah, number 3231/2013 made any attempt to answer my actual questions about the new 'white on black' bus blinds, which I have continued to see appearing on more and more buses, apparently at random. So I ask again:

1. How are buses selected for installation of the new blinds?
2. How much has this change cost to date and what will the final cost of changing all the bus blinds in London be?

And additionally

3. How many buses out of the existing fleet have now had their bus blinds changed to the new ones?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Non-TfL Congestion Charge payment websites

Question No: 2013/3878

[Valerie Shawcross](#)

What are TfL doing to alert customers to the issue of private companies who are running websites charging significantly higher fees for payment of the congestion charge? Are TfL taking any action against these companies?

Written response from the Mayor

I share customers' frustrations with the problems caused by these unofficial websites offering to pay the Congestion Charge, often at an inflated price. Customers paying online should use the official TfL website [www.tfl.gov.uk/cclondon], which is a quick and easy way to pay and avoids any unnecessary charges. TfL is doing everything it can to minimise the risk of these websites or advertisements misleading customers into paying more than they need to, including talking to Trading Standards, the Office of Fair Trading, the Advertising Standards Authority, and search engine providers.

Universal Free School Meals

Question No: 2013/3879

[Fiona Twycross](#)

Can you confirm that you support the provision of universal free school meals for all primary school children?

Written response from the Mayor

As I have said in the past, I agree with the idea of school meals as an effective way to ensure London's children enjoy a healthy and nutritious hot lunch every day. However, I do not support a universal scheme as I believe that those who can afford to pay for school meals should do so.

Through my Food Team I am currently supporting the implementation of the School Food Plan. Through the London Flagships for the School Food Plan boroughs will be encouraged to look at creative ways of increasing the uptake of healthy school meals.

Food banks

Question No: 2013/3880

[Fiona Twycross](#)

With reference to your answer to question 3288/2013, you referred me to a discussion at a Plenary meeting when you said you would "discuss with my team whether or not I will go on a trip" to a food bank. What decision resulted from this discussion? Will you visit a food bank?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Banking Reform Bill (1)

Question No: 2013/3881

[Fiona Twycross](#)

With relation to your answer to question 3282/2013, please provide (a) any written representations you received and any meeting agendas and (b) a list of meeting attendees.

Written response from the Mayor

HSBC meeting (January 2012)

Attendees: Stuart Gulliver, CEO, HSBC; Naina Kidwai, Country Head, HSBC India

Agenda: 1. London's competitiveness; 2. Olympics; 3. Apprenticeships

I also met with Peter Sands (CEO of Standard Chartered) on 24 November 2010 (there was no agenda). There was no written representation from Standard Chartered.

Banking Reform Bill (2)

Question No: 2013/3882

[Fiona Twycross](#)

With relation to your answer to question 3281/2013, who in government have you (a) met and/or (b) written to regarding the Banking Reform Bill? Please provide any correspondence and meeting agendas.

Written response from the Mayor

Since my recent comment from the release of the Banking Reform Bill, I have not met nor written to Government. As stipulated before, I believe over-regulation of the UK banking sector could make it unable to compete internationally and I continue to defend London's vital financial services sector.

Zero-hours contracts (1)

Question No: 2013/3883

[Fiona Twycross](#)

With reference to your answer to question 3289/2013, I was asking for your opinion on zero hours contracts, which is relevant to your position as Mayor given your role as a champion for London, your statutory responsibility for economic development across the city and your responsibility for funding and delivering a range of capital projects. Do you believe the use of zero-hours contracts in London is acceptable?

Written response from the Mayor

To repeat what I have said previously, this is a matter of national policy rather than for City Hall.

Zero-hours contracts (2)

Question No: 2013/3884

[Fiona Twycross](#)

With reference to your answer to question 3292/2013, will you commit to including provisions within future agreements with contractors, including for capital funding projects such as the Affordable Housing Programme, that ensure no zero-hours contracts are used?

Written response from the Mayor

No. The GLA does not stipulate that companies that receive GLA funding use zero-hours contracts.

The use of these contracts is a matter of national policy rather than for City Hall.

London Living Wage (1)

Question No: 2013/3885

[Fiona Twycross](#)

What research have you undertaken of the macroeconomic benefits that would be generated from the London Living Wage becoming the "norm"?

Written response from the Mayor

Some research has been conducted into the impact of the London Living Wage on those implementing it. A 2009 report by London Economics (published by GLA Economics) - "An independent study of the business benefits of implementing a Living Wage policy in London" – pointed to, amongst others, benefits in the areas of recruitment and retention of staff; absenteeism and sick leave; productivity; morale and motivation; and ability to attract high quality employees. More recent research by Queen Mary University - "The costs and benefits of the London living wage", September 2012 - found that the cost increase of introducing the London living wage was mitigated through savings such as in working practices, lower management overheads and reducing working hours.

London Living Wage (2)

Question No: 2013/3886

[Fiona Twycross](#)

You have said that you want the London Living Wage to become the "norm" in London by 2020. Would you support an initial introduction of a mandatory London Living Wage for certain sectors in the capital that are deemed most able to afford it?

Written response from the Mayor

No. A key element of the success of the LLW is the voluntary nature of the scheme.

As you are aware I am very supportive of the Living Wage and I set out in my 2020 Vision that I think that it is right that as many London businesses as possible should pay the London Living Wage in order to reflect the exceptional cost of this city to those on low incomes.

Over my time in office I have continued to encourage private sector employers to take up the London Living Wage and my officers work closely with London Citizens to encourage more to do so.

London Living Wage (3)

Question No: 2013/3887

[Fiona Twycross](#)

What will be the additional cost to the GLA of ensuring all employees of the GLA, its functional bodies and contractors are paid the London Living Wage?

Written response from the Mayor

All GLA employment contracts and those of the functional bodies are already compliant with the London Living Wage.

As part of the ongoing accreditation process, each functional body commits to taking reasonable and legal measures to ensure that all contractors also pay their staff the London Living Wage.

The only cost associated with accrediting each of the GLA Group employers as Living Wage Employers is the £400 annual licence fee, which covers the right to use the Living Wage Employer trademark and administrative costs.

London Living Wage (4)

Question No: 2013/3888

[Fiona Twycross](#)

Please list all the companies and trade bodies your office has engaged with to promote the London Living Wage.

Written response from the Mayor

Please see my response to MQ 3431/2013.

Regional growth

Question No: 2013/3889

[Fiona Twycross](#)

With reference to your answer to question 3296/2013, have you given the government any advice on regional policy outside of London, particularly on the key factors of economic growth, governance, planning and housing?

Written response from the Mayor

No. I regularly advise government on regional policy in relation to London and its role in the United Kingdom.

Devolution

Question No: 2013/3890

[Fiona Twycross](#)

Which economic powers would you want devolved to the Greater London Authority?

Written response from the Mayor

In May 2013 I accepted the argument made by the London Finance Commission that: 'London government should have the freedom to make appropriate investments in its own infrastructure both to cater for the growth already forecast for its population and economy, and to promote additional economic growth. Relaxing restrictions on borrowing for capital investment within prudential rules and devolving revenue streams, including from the full suite of property taxes, will afford London government the autonomy to invest in the capital and increase its accountability to London's residents and businesses, without affecting the financial settlements of other parts of the country.'

High Speed 2

Question No: 2013/3891

[Fiona Twycross](#)

In your view, would cities outside of London gain greater economies of agglomeration from HS2 over other regional projects - a range of which were proposed in a recent publication by the New Economics Foundation - that could be funded for similar amounts of money?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Foreign visits (1)

Question No: 2013/3892

[Fiona Twycross](#)

Will you be taking/have you taken Lynton Crosby on either of your planned trade trips to China and Kuwait?

Written response from the Mayor

No.

Childcare (1)

Question No: 2013/3893

[Fiona Twycross](#)

What are you doing to bring down the cost of childcare in London?

Written response from the Mayor

In July I met Elizabeth Truss MP, the Minister for Childcare, to discuss what might be possible within my powers to make childcare more available and affordable in London. Following that meeting, GLA and Department for Education officials are together exploring potential further action.

Childcare (2)

Question No: 2013/3894

[Fiona Twycross](#)

What actions are you encouraging from the government to bring down the cost of childcare in London?

Written response from the Mayor

Please see my response to MQ 3893 / 2013.

Jobs

Question No: 2013/3895

[Fiona Twycross](#)

In 2012 you pledged to create 200,000 jobs by 2016. How many have you created so far?

Written response from the Mayor

As outlined at IPB on 6th August, I have created and supported 60,250 jobs in London. These published figures are available in the IPB paper:

<http://www.london.gov.uk/moderngov/documents/s27817/11%20Measuring%20Jobs%20cover%20paper.pdf>

"Bedroom Tax"

Question No: 2013/3896

[Fiona Twycross](#)

Please can you provide an answer to the question 1728/2013 I asked you about the 'bedroom tax' in May this year - 'Do you welcome the decision by councils such as Islington that those affected by the 'bedroom tax' policy will not be evicted if they have nowhere else to go. Do you think other London Council's should also adopt this policy?'

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Sale of Fire Stations (1)

Question No: 2013/3897

Fiona Twycross

Are you planning to put free schools in any of the ten fire stations which are planning to close? If so, which stations and on what basis?

Written response from the Mayor

Please see my response to MQ 3241 /2013.

Sale of Fire Stations (2)**Question No: 2013/3898**

Fiona Twycross

Are you able to assure Londoners that any money from the sale of the fire stations up for closure will be used by the London Fire Brigade to reinvest and help to improve safety for Londoners, or, like in previous years, will you take that money to shore up other GLA projects - such as the £50m that you took from the London Fire Brigade to shore up one of your police election commitments in previous years.

Written response from the Mayor

Any funds raised from the sale of fire stations will be capital receipts and can only be used to repay debt or to fund future capital investment.

These capital receipts will accrue to LFEPA to support their future capital spending plans and I have no plans to direct them to release these funds to support other projects within the GLA Group.

London Fire Brigade Museum**Question No: 2013/3899**

Fiona Twycross

With Southwark fire station up for closure, what reassurance can you give to those that are concerned about the London Fire Brigade Museum, currently based on the Southwark site?

Written response from the Mayor

In June 2012, the London Fire and Emergency Planning Authority Strategy Committee agreed to keep the Museum open until a permanent home could be found. Since then, an informal group has been established to explore funding opportunities, property and governance for the permanent Museum. An in-depth feasibility study is currently underway to examine whether the governance of the Museum collection can be transferred to charitable status. The study is expected to report early next year and, where appropriate, GLA will work with the Fire Authority to take forward its findings.

London Fire Brigade ranking in Stonewall Index**Question No: 2013/3900**

Fiona Twycross

Between 2005 and 2009, the London Fire Brigade was ranked top fire and rescue service by Stonewall as an LGBT employer yet are now not even in the top 100. Do you think it is important that the London Fire Brigade returns to being a leading employer for the LGBT community and demonstrating that by getting back on to the Stonewall list for 2014?

Written response from the Mayor

LFB has not entered the Stonewall Index since 2009. I am sure this is something that the 8 Assembly Members who sit on the Authority can discuss.

Fire Fighters Pension Age

Question No: 2013/3901

[Fiona Twycross](#)

Do you agree with the findings of the government review into the normal pension age of firefighters that stated that a majority would not meet the normal pension age and, in light of that report, do you support firefighters who are arguing for the Government to understand the specific issue facing firefighters? Or do you believe that the government are right, and if a firefighter fails a fitness test between 55 and 60, than they should be out of a job and unable to claim their pension until they reach 60?

Written response from the Mayor

I am aware that detailed discussions are currently proceeding between the national employers and the Fire Brigades Union on this issue as part of the discussions on the wider FBU trade dispute over firefighter pensions. I believe it would be sensible to allow those discussions to proceed, which will hopefully assist in the resolution of the wider dispute.

I am sure this is something that the 8 Assembly Members who sit on LFEPA can look into.

Fire Appliances

Question No: 2013/3902

[Fiona Twycross](#)

Can we have your assurance that when the firefighters strike action finishes, all appliances will be returned to their base stations?

Written response from the Mayor

The temporary removal of 27 fire engines is part of the Brigade's contingency arrangements in response to the FBU's decision to ballot for strike action. If the General Secretary of the FBU formally withdraws the FBU's mandate for strike action, the 27 fire engines will be restored to their original condition, after which, arrangements will be made to return the fire engines to their base fire station, subject to LSP5 implementation decisions. The Commissioner will ensure that this is done without any unnecessary delay, as he did following the last dispute. However, this is not a matter for me; this is purely a matter for LFEPA on which 8 Assembly Members sit.

School Places

Question No: 2013/3903

[Fiona Twycross](#)

Given your announcement that you would set aside land for 12 Free Schools and in light of research by the NUT showing that by 2016 one in four children may not have a school place, and that there is already a 10% shortage of places in some areas, do you believe that Free Schools will fill that vacuum?

Written response from the Mayor

Please see my response to MQ 1585 /2013.

Tuberculosis in London

Question No: 2013/3904

[Fiona Twycross](#)

In answer to MQ 3265/2013 you advised that:" Public Health England will be working with key partners to make concerted efforts to significantly reduce the level of TB in London in the

coming years" In addition to the work led by Public Health England, do you feel you can do anything to tackle TB in London?

Written response to the Mayor

Dr Yvonne Doyle, is looking into the current strategy for tackling tuberculosis in London and has chaired the first pan-London TB board.

Women in the workforce

Question No: 2013/3905

[Fiona Twycross](#)

London has the lowest parental employment rates in the country. What action will you take to reduce barriers to work for women with children?

Written response from the Mayor

Please see my response to MQ 3537 / 2013.

Pay Day Lenders

Question No: 2013/3906

[Fiona Twycross](#)

I note your answer to MQ 3260/2013, please tell me if you support plans to block websites providing pay day loans in the GLA.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Pay Day Lenders (1)

Question No: 2013/3907

[Fiona Twycross](#)

In light of the number of Londoners forced to resort to payday lenders, do you think the recent measures announced by the Financial Conduct Authority go far enough?

Written response from the Mayor

I await the outcome of Financial Conduct Authority's consultation into its proposals for a new regime to provide better protection for consumers, which will be published in February 2014.

Co-Operative Councils

Question No: 2013/3908

[Fiona Twycross](#)

Do you welcome Lambeth Council's move towards becoming a co-operative council?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Air Quality

Question No: 2013/3909

[Fiona Twycross](#)

You have said in the past you think you will be able to meet your target on Air Quality in advance of the deadline set out in your 2020 vision. However, it is still predicted 45% of the main road network will have harmful and illegal levels of nitrogen dioxide by 2020.

Can you now provide a definite answer on timescale, and are you confident London will avoid being fined by the European Commission for being in breach of air quality rules?

Written response from the Mayor

By 2020 I expect London to have the best air quality of any major world city.

Responsibility for reporting and forecasting compliance with EU limit values for air pollution is a matter for the Department for Environment, Food and Rural Affairs (Defra).

Vladimir Putin

Question No: 2013/3910

[Fiona Twycross](#)

On behalf of London's LGBT community, and given that London is twinned with Moscow, will you join me in condemning Vladimir Putin's nomination for the Nobel Peace Prize, in the light of his record on LGBT rights?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Transport Information

Question No: 2013/3911

[Fiona Twycross](#)

When getting around London I find that the best source of information is the 'City Mapper' app. It seems to me this offers a superior level of information than the TfL website. Will TfL be looking into improving its transport information to match other providers?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Young People

Question No: 2013/3912

[Fiona Twycross](#)

An increasing number of Londoners are living in shared accommodation further into their adult lives. In the week where the Government has suggested removing benefits for under 25 year olds, I would be interested to hear at what age you think people should be able to live independently in London?

Written response from the Mayor

The ability to live independently will depend on the very specific circumstances of the individual.

Stamp Duty

Question No: 2013/3913

[Fiona Twycross](#)

You recently appealed to the Chancellor to reduce stamp duty as it was stamping on the hands of Londoners trying to buy a house. What representations have you made to the Chancellor about this?

Written response from the Mayor

My officials have met with Treasury Ministers and officials, , as well as those from other Government Departments, to discuss the devolution of property taxes to London government and to answer technical questions raised; they will continue to do so. If property taxes were devolved, London government itself could reform stamp duty.

Single Parents

Question No: 2013/3914

[Fiona Twycross](#)

Is the Mayor concerned that while nationally 60% of single parents are in work, the rate in London is scandalously low at just 48%. Does he agree this is a factor in the unacceptably high levels of child poverty in London? What are you doing to address low levels of employment among single parents?

Written response from the Mayor

Please see my response to MQ 3537 / 2013.

Childcare

Question No: 2013/3915

[Fiona Twycross](#)

Given the Mayor's general responsibility to promote economic development and wealth creation, what level of household incomes (by percentage) does the Mayor think is acceptable for families to spend on childcare in London?

Written response from the Mayor

It is not possible to identify a single percentage figure. Many factors influence the amount families spend on childcare, including the level of support from employers and through the tax and benefits system.

Youth Unemployment

Question No: 2013/3916

[Fiona Twycross](#)

Shockingly half of 18 to 24-year-old black men in the UK are unemployed compared to the national average of a quarter of 18 to 24-year olds. What are you doing to tackle this in London?

Written response from the Mayor

The London European Social Fund programme, which I am responsible for, supports a minimum of 56 per cent black and ethnic minorities in skills and employment provision aimed at moving workless groups into sustainable employment opportunities in London. Black and ethnic minorities will continue to be a priority in the 2014-2020 European and Structural Funds programme in London.

Minimum Wage

Question No: 2013/3917

[Fiona Twycross](#)

You previously stated your disagreement with one London Assembly Member's proposal for a Minimum Wage holiday when responding to my question (2725/2013). Another London Assembly Member has reportedly called for the minimum wage to be scrapped. Can you clarify your position on his statement, and clearly state your position on the minimum wage in London?

Written response from the Mayor

I do not support the proposal for a minimum wage holiday. The minimum wage is a matter for the Government and the London Living Wage is calculated entirely separately from it.

I am fully committed to the London Living Wage and encourage all employers to pay it. The Living Wage is entirely voluntary and I welcome the leadership shown by those employers who already pay it

Crystal Palace Park

Question No: 2013/3918

[Fiona Twycross](#)

Will the Mayor make sure that despite his own personal publically stated enthusiasm for the plans to build of a replica of Crystal Palace in Crystal Palace Park, residents and local businesses are consulted extensively on the plans and will he provide assurances that their views will be fully taken in to account in any final decision on whether the project should go ahead in the form proposed?

Written response from the Mayor

The project is in its early stages and many of the details and design propositions still need to be worked out with local communities and other stakeholders but I expect Mr Ni's team to begin a public engagement process well in advance of Christmas. We have suggested this is modelled on the engagement process for the Masterplan (which has received very positive feedback).

In addition to on-going dialogue over the coming year, there will also be a formal consultation as part of the planning application process.

Apprenticeship minimum wage

Question No: 2013/3919

[Fiona Twycross](#)

The Apprenticeship Pay Survey published by the Department for Business, Innovation and Skills in October 2013 shows that 29 per cent of apprentices were not paid the minimum wage in 2012 and the number of apprentices paid below the minimum wage has increased by 45 per cent from 2011. What action are you taking to ensure that apprentices are being paid at least the minimum wage in London?

Written response from the Mayor

We are committed to ensuring that all GLA family apprentices receive the London Living Wage and at least the minimum wage across the rest of London. In October, the National Apprenticeship Service instructed providers to inform all new apprentices of their rights under the minimum wage legislation.

Apprenticeship data

Question No: 2013/3920

[Fiona Twycross](#)

Following on from MQ 2227/2013, when do you expect to release your first set of completions data? Would you be able to provide me with the latest completion figures?

Written response from the Mayor

The provisional data release from the National Apprenticeship Service shows that in London there were 13,160 completions from August 2012 to April 2013. Data for 13/14 is not available at present.

Apprenticeship campaign

Question No: 2013/3921

[Fiona Twycross](#)

Following on from MQ 2230/2013, can you provide me with an update on your campaign which you state will increase the number of apprenticeships starts in London? Has there been an evaluation of your campaign, and if so could you please provide me with a copy?

Written response from the Mayor

I have already committed £1.5 million to double the AGE Grant Incentive for SMEs to £3,000. I am committing £1 million for a London Apprenticeships Marketing Campaign. This will build on the most recent spring 2013 Marketing Campaign. A copy of the spring 2013 campaign evaluation will be shared with you. I have also written to over 150 companies in the Capital that have not previously taken on apprentices as well as a direct mail campaign to SMEs. To date, this has generated around 270 pipeline apprenticeship starts.

Apprenticeship loans

Question No: 2013/3922

[Fiona Twycross](#)

Do you believe the introduction of loans for apprentices over 24 to pay for on the job training will discourage people from taking up apprenticeships?

Written response from the Mayor

At present there are no data available on the regional take-up of loans and as the scheme has only recently started, the impact on Apprenticeships numbers is not clear.

We will continue to promote apprenticeship starts in London through my Apprenticeships Campaign.

Remittances to Somalia

Question No: 2013/3923

[Fiona Twycross](#)

Will you make representations to the Government to step in and provide a solution to ensure the Somalian diaspora in London can continue to use money transfer services to send money to Somalia?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Remittances to Somalia (2)

Question No: 2013/3924

[Fiona Twycross](#)

There are estimated to be 70,000 Somalis living in London. The removal of the remittance service will impact on businesses in London which rely on the commission this generates. What will you do as Mayor to stand up for these Londoners?

Written response from the Mayor

Please see my response to MQ 2923 / 2013

Primary School Places Crisis

Question No: 2013/3925

[Jennette Arnold](#)

Given your announcement that you would set aside land for 12 Free Schools, does the Mayor think that the government should hand back responsibility for opening new schools to local authorities to tackle the primary school places crisis rather than trying to tackle the problem centrally?

Written response from the Mayor

No. I fully support the Free Schools policy. Boroughs, the GLA and Government all need to work together to tackle the pupil places crisis, with Free Schools forming part of the solution.

MQ 3529 / 2013 Mayor's Air Quality Fund

The table below provides an outline on the schemes containing green infrastructure elements.

Borough	Name of Project	Match Funding	Provisional Funding
Barking & Dagenham	Barking A13 Cleaner Air Project	£203,000	£70,000
Redbridge	Cleaner Greener Redbridge Schools	£265,000	£100,000
Barnet	North Finchley Cleaner Air Project	£165,000	£200,000
Lewisham	Brockley Green Travel Corridor	£190,000	£240,000
Waltham Forest	Walthamstow Town Centre - Selborne Road	£400,000	£320,000
Havering	Havering Air Quality Focus Areas – Romford, Rainham and Hot Spot Schools	£4,600,000	£200,000
Ealing	Ealing Air Quality Action Plan	£6,487,000	£100,000
Kensington & Chelsea	West Cromwell Road (WCR) Green Corridor	£100,000	£70,000
WestTrans: Ealing, Brent, H&F, Harrow, Hillingdon and Hounslow	West London Air Quality Action Plan	£123,000	£150,000
City & Newham & Tower Hamlets & Waltham Forest	Barts Health NHS Trust Cleaner Air Project	£120,000	£100,000
K&C & H&F	Green Infrastructure Improvements and evaluation (Hammersmith Town Centre, Westway Multiple Use Games Areas and evaluation of St Cuthbert with St Matthias School green wall).	£152,500	£130,000

Property	Name	Local Authority	Property Type	Total No. of Parking Spaces	Total per Borough
408	MARKS GATE POLICE OFFICE	BARKING	POLICE STATION	7.00	
410	BARKING POLICE STATION	BARKING	POLICE STATION	13.00	
416	DAGENHAM POLICE STATION	BARKING	POLICE STATION	11.00	
374	HERTFORD HOUSE	BARKING	OFFICE	236.00	
927	FRESH WHARF MUIRHEAD QUAY BUILDING 4	BARKING	COMBINED PT/CU	74.00	341.00
197	COLINDALE POLICE STATION	BARNET	POLICE STATION	138.00	
6598	DOME HOUSE HARTLEY AVE GROUND FLOOR	BARNET	SAFER NEIGHBOUR	1.00	
570	BARNET POLICE STATION	BARNET	POLICE STATION	27.00	
142	PEEL CENTRE HENDON	BARNET	CAMPUS	1,281.00	
582	FINCHLEY POLICE STATION	BARNET	POLICE STATION	42.00	
199	GRAHAME PARK POLICE OFFICE	BARNET	POLICE OFFICE	2.00	1,491.00
532	BELVEDERE POLICE STATION	BEXLEY	POLICE STATION	18.00	
177	MARLOWE HOUSE	BEXLEY	OFFICE	355.00	
535	BEXLEYHEATH POLICE STATION	BEXLEY	POLICE STATION	55.00	428.00
712	HARLESDEN POLICE STATION	BRENT	POLICE STATION	35.00	
737	WEMBLEY POLICE STATION	BRENT	POLICE STATION	92.00	
743	CHALKHILL POLICE OFFICE	BRENT	POLICE OFFICE	4.00	
132	KILBURN POLICE STATION	BRENT	POLICE STATION	53.00	
6679	KINGSBURY TRADING ESTATE UNIT 19	BRENT	SAFER NEIGHBOUR	4.00	
6699	STRATA HOUSE UNIT1	BRENT	SAFER NEIGHBOUR	1.00	
6703	STATION ROAD 25	BRENT	SAFER NEIGHBOUR	4.00	193.00
525	CRAY POLICE OFFICE AND FLATS 43A	BROMLEY	POLICE OFFICE	4.00	
185	NEWLANDS PARK 40-42	BROMLEY	LIGHTINDUSTRIAL	33.00	
505	BROMLEY POLICE STATION	BROMLEY	POLICE STATION	117.00	
519	EGERTON LODGE	BROMLEY	OFFICE	4.00	
6609	LAIT HOUSE UNIT GO3C	BROMLEY	SAFER NEIGHBOUR	3.00	
6521	MAIN ROAD 192 & 194 GRND FLOOR BIGGIN HILL	BROMLEY	SAFER NEIGHBOUR	2.00	
118	KESTON DOG TRAINING CENTRE	BROMLEY	TRAINING FACILI	72.00	
6603	CHISLEHURST SNU 1A HIGH STREET	BROMLEY	SAFER NEIGHBOUR	4.00	
6505	CONEY HALL PARADE 6	BROMLEY	SAFER NEIGHBOUR	1.00	
6617	PETTS WOOD ROAD 198-200 (PARTS)	BROMLEY	SAFER NEIGHBOUR	2.00	
6611	BURNT ASH LANE 121-123	BROMLEY	SAFER NEIGHBOUR	1.00	243.00

595	WEST HAMPSTEAD POLICE STATION	CAMDEN	POLICE STATION	21.00	
280	HOLBORN POLICE STATION HQ OFFICES & ARO	CAMDEN	POLICE STATION	46.00	
588	HAMPSTEAD POLICE STATION	CAMDEN	POLICE STATION	24.00	
120	CHALK FARM GARAGE	CAMDEN	GARAGE	130.00	
6533	HIGHGATE ROAD 105 GROUND FLOOR	CAMDEN	SAFER NEIGHBOUR	1.00	
486	KENTISH TOWN POLICE STATION	CAMDEN	POLICE STATION	58.00	
161	DRUMMOND CRESCENT 1-39	CAMDEN	WORKSHOP	38.00	
6519	GREENLAND ROAD 12	CAMDEN	SAFER NEIGHBOUR	1.00	
6615	KENTISH TOWN ROAD 99 BASEMENT AND GROUND FL	CAMDEN	SAFER NEIGHBOUR	1.00	320.00
818	CROYDON BOROUGH CUSTODY CENTRE	CROYDON	CUSTODY CENTRE	33.00	
6579	REDLANDS CENTRE UNIT 2	CROYDON	SAFER NEIGHBOUR	3.00	
6601	WICKHAM ROAD 293	CROYDON	SAFER NEIGHBOUR	1.00	
807	ADDINGTON POLICE STATION	CROYDON	POLICE STATION	33.00	
6582	CHARITY HOUSE REAR OF CO-OP	CROYDON	SAFER NEIGHBOUR	4.00	
801	CROYDON POLICE STATION	CROYDON	POLICE STATION	142.00	
6726	LONDON ROAD 1342-1344 GROUND FLOOR	CROYDON	SAFER NEIGHBOUR	2.00	218.00
630	SOUTHALL POLICE STATION	EALING	POLICE STATION	30.00	
154	ROWDELL ROAD (MOTOR REPAIR DEPOT)	EALING	WORKSHOP	68.00	
617	EALING POLICE STATION	EALING	POLICE STATION	30.00	
6561	PROVIDENT HOUSE FIRST FLOOR PART	EALING	SAFER NEIGHBOUR	2.00	
610	ACTON POLICE STATION	EALING	POLICE STATION	40.00	
919	THE BILTON CENTRE	EALING	WAREHOUSE	56.00	
710	GREENFORD POLICE STATION	EALING	POLICE STATION	23.00	
6651	ARCHES BUSINESS CENTRE UNIT 4	EALING	SAFER NEIGHBOUR	1.00	250.00
753	EDMONTON POLICE STATION	ENFIELD	POLICE STATION	81.00	
921	GREAT CAMBRIDGE INDUSTRIAL EST UNITS 17 18 19	ENFIELD	PATROLBASE	102.00	
772	ENFIELD POLICE STATION	ENFIELD	POLICE STATION	16.00	
6694	HERTFORD ROAD 864-866 GROUND FLOOR & PT FROM	ENFIELD	SAFER NEIGHBOUR	1.00	200.00
560	WOOLWICH POLICE STATION	GREENWICH	POLICE STATION	13.00	
544	ELTHAM POLICE STATION	GREENWICH	POLICE STATION	25.00	
552	PLUMSTEAD POLICE STATION	GREENWICH	POLICE STATION	30.00	
548	GREENWICH POLICE STATION	GREENWICH	POLICE STATION	19.00	
930	WARSPITE ROAD UNIT 9 MELLISH IND ESTATE	GREENWICH	PATROLBASE	77.00	164.00
490	STOKE NEWINGTON POLICE STATION	HACKNEY	POLICE STATION	67.00	
324	SHOREDITCH POLICE STATION	HACKNEY	POLICE STATION	41.00	
6712	SHACKLEWELL LANE 17-19 GROUND FLOOR	HACKNEY	SAFER NEIGHBOUR	1.00	

6631	ORSMAN ROAD 8-14 GROUND FLOOR	HACKNEY	SAFER NEIGHBOUR	1.00	110.00
212	FULHAM POLICE STATION	HAMMERSMITH	POLICE STATION	44.00	
308	SHEPHERDS BUSH POLICE STATION	HAMMERSMITH	POLICE STATION	9.00	
292	HAMMERSMITH POLICE STATION & ANNEXES	HAMMERSMITH	POLICE STATION	26.00	
309	EMPRESS STATE BUILDING	HAMMERSMITH	OFFICE	169.00	
989	TESCO SUPERSTORE HAMMERSMITH CAR PARK	HAMMERSMITH	CAR PARKING	10.00	
926	LILLIE ROAD 21	HAMMERSMITH	WAREHOUSE	16.00	274.00
776	TOTTENHAM POLICE STATION	HARINGEY	POLICE STATION	6.00	
916	QUICKSILVER PLACE UNITS 1 & 2	HARINGEY	PATROLBASE	49.00	
6515	THE ROUNDWAY 1 UNIT B	HARINGEY	SAFER NEIGHBOUR	2.00	
764	HORNSEY POLICE STATION	HARINGEY	POLICE STATION	10.00	
780	WOOD GREEN POLICE STATION	HARINGEY	POLICE STATION	20.00	
929	FISHMONGERS ARMS 287 HIGH ROAD (GROUND FLOOR)	HARINGEY	SAFER NEIGHBOUR	7.00	
6714	TEWKESBURY ROAD 21/29 GROUND FLOOR PART	HARINGEY	SAFER NEIGHBOUR	2.00	96.00
734	WEALDSTONE POLICE STATION	HARROW	POLICE STATION	19.00	
578	EDGWARE POLICE STATION	HARROW	POLICE STATION	18.00	
716	HARROW POLICE STATION & ANNEXES	HARROW	POLICE STATION	10.00	
728	PINNER POLICE STATION	HARROW	POLICE STATION	13.00	
6602	CHURCHILL COURT 3	HARROW	SAFER NEIGHBOUR	5.00	
6663	KIRKLAND HOUSE GRND FLR PART HARROW CENTRAL	HARROW	SAFER NEIGHBOUR	4.00	69.00
433	HORNCHURCH POLICE STATION	HAVERING	POLICE STATION	42.00	
6578	COLLIER ROW ROAD 116	HAVERING	SAFER NEIGHBOUR	8.00	
461	RAINHAM POLICE OFFICE	HAVERING	POLICE STATION	1.00	
6553	RONEO CORNER 16 GROUND FLOOR	HAVERING	SAFER NEIGHBOUR	20.00	
438	ROMFORD POLICE STATION	HAVERING	POLICE STATION	63.00	
934	FALCON BUSINESS CENTRE UNIT 22	HAVERING	PATROLBASE	101.00	
6702	STATION ROAD 11 & 11A	HAVERING	SAFER NEIGHBOUR	3.00	238.00
720	HAYES POLICE STATION	HILLINGDON	POLICE STATION	129.00	
724	NORTHWOOD POLICE OFFICE	HILLINGDON	POLICE STATION	19.00	
726	RUISLIP POLICE STATION	HILLINGDON	POLICE STATION	22.00	
725	HAREFIELD POLICE OFFICE	HILLINGDON	POLICE OFFICE	4.00	
5500	HEATHROW TERMINAL 1 - VARIOUS ROOMS	HILLINGDON	OFFICE	28.00	
5541	HEATHROW CARGO BUILDING	HILLINGDON	OFFICE	2.00	
5504	HEATHROW TERMINAL 3 - VARIOUS ROOMS AND PART	HILLINGDON	OFFICE	240.00	
5515	HEATHROW TERMINAL 5 - CONCOURSE A VARIOUS ROOMS	HILLINGDON	OFFICE	25.00	
5507	HEATHROW TERMINAL 4 - VARIOUS ROOMS AND PART	HILLINGDON	OFFICE	98.00	

941	POLAR PARK UNIT 3	HILLINGDON	COMBINED PT/CU	80.00	
5520	HEATHROW TERMINAL 2 - VARIOUS RMS UNDER RECC	HILLINGDON	OFFICE	61.00	708.00
291	CHISWICK POLICE STATION	HOUNSLOW	POLICE STATION	19.00	
618	FELTHAM POLICE STATION	HOUNSLOW	POLICE STATION	18.00	
624	HOUNSLOW POLICE STATION	HOUNSLOW	POLICE STATION	10.00	
6366	BLENHEIM CENTRE CAR PARK	HOUNSLOW	CAR PARKING	13.00	60.00
277	ISLINGTON POLICE STATION	ISLINGTON	POLICE STATION	67.00	
276	KINGS CROSS ROAD FORMER POLICE STATION	ISLINGTON	OFFICE	8.00	
485	HOLLOWAY POLICE STATION	ISLINGTON	POLICE STATION	15.00	
6710	BLACKSTOCK ROAD 70	ISLINGTON	SAFER NEIGHBOUR	6.00	96.00
295	EARLS COURT ROAD 74	KENSINGTON	OFFICE	4.00	
294	KENSINGTON POLICE STATION	KENSINGTON	POLICE STATION	12.00	
210	CHELSEA POLICE STATION	KENSINGTON	POLICE STATION	3.00	
300	NOTTING HILL POLICE STATION	KENSINGTON	POLICE STATION	8.00	
6364	BROADWOOD TERRACE CAR PARK	KENSINGTON	CAR PARKING	47.00	
6567	ROYALTY STUDIOS UNITS C D & E	KENSINGTON	SAFER NEIGHBOUR	2.00	
296	KENSINGTON HIGH ST 78	KENSINGTON	OFFICE	1.00	
298	SIRDAR ROAD 58	KENSINGTON	OFFICE	6.00	
6367	COLONNADES CAR PARK	KENSINGTON	CAR PARKING	12.00	95.00
660	KINGSTON POLICE STATION	KINGSTON	POLICE STATION	32.00	
661	EAGLE HOUSE GROUND 1ST & 2ND FLOORS	KINGSTON	OFFICE	16.00	
6688	MILLBANK HOUSE GROUND FLOOR NORTH	KINGSTON	SAFER NEIGHBOUR	5.00	
6509	C I TOWER GRND FLR PART (NEW MALDEN POL COMM	KINGSTON	SAFER NEIGHBOURHOOD	2.00	
6733	HOOK ROAD 391	KINGSTON	SAFER NEIGHBOUR	2.00	
6371	KINGSTON BT SECTOR SWITCHING CENTRE	KINGSTON	CAR PARKING	16.00	
6716	COWLEAZE ROAD 5 GROUND FLOOR PART	KINGSTON	SAFER NEIGHBOUR	2.00	75.00
802	GIPSY HILL POLICE STATION	LAMBETH	POLICE STATION	10.00	
440	BRIXTON POLICE STATION	LAMBETH	POLICE STATION	30.00	
124	LAMBETH HQ	LAMBETH	OFFICE	275.00	
121	CANTERBURY COURT FIRST FLOOR	LAMBETH	GARAGE	44.00	
812	STREATHAM POLICE STATION	LAMBETH	POLICE STATION	15.00	
203	COBALT SQUARE	LAMBETH	OFFICE	82.00	
464	KENNINGTON POLICE STATION	LAMBETH	POLICE STATION	18.00	
8128	LARKHALL LANE 157	LAMBETH	LIGHTINDUSTRIAL	90.00	
680	CAVENDISH ROAD POLICE STATION	LAMBETH	POLICE STATION	6.00	
469	EDINBURGH HOUSE	LAMBETH	OFFICE	25.00	

6372	ST GEORGE WHARF	LAMBETH	CAR PARKING	30.00	625.00
524	AITKEN ROAD 34 SEATU	LEWISHAM	WORKSHOP	101.00	
526	LEWISHAM POLICE STATION	LEWISHAM	POLICE STATION	272.00	
162	CATFORD HILL 128	LEWISHAM	OFFICE	14.00	
911	DEPTFORD POLICE STATION	LEWISHAM	POLICE STATION	11.00	
506	CATFORD POLICE STATION	LEWISHAM	POLICE STATION	28.00	426.00
8117	TABOR GROVE 22	MERTON	OFFICE	6.00	
688	MORDEN POLICE OFFICE 3 CROWN PARADE	MERTON	POLICE OFFICE	3.00	
702	DEER PARK ROAD 15	MERTON	LIGHTINDUSTRIAL	45.00	
698	TOOTING POLICE STATION & FORMER SECTION HOUS	MERTON	POLICE STATION	14.00	
6608	ALLIANCE HOUSE GROUND FLOOR	MERTON	SAFER NEIGHBOUR	5.00	
160	CAXTON ROAD 22-24	MERTON	LIGHTINDUSTRIAL	22.00	
672	WIMBLEDON POLICE STATION	MERTON	POLICE STATION	22.00	
692	MITCHAM POLICE STATION	MERTON	POLICE STATION	35.00	
6689	ABERCONWAY ROAD 35 UNIT 2B	MERTON	SAFER NEIGHBOUR	1.00	153.00
429	STRATFORD POLICE STATION	NEWHAM	POLICE STATION	15.00	
421	FOREST GATE POLICE STATION	NEWHAM	POLICE STATION	62.00	
426	PLAISTOW POLICE STATION	NEWHAM	POLICE STATION	67.00	
424	NORTH WOOLWICH POLICE STATION	NEWHAM	POLICE STATION	28.00	
918	CAM ROAD 1 STRATFORD	NEWHAM	OFFICE	28.00	
6574	PARKHURST ROAD 269	NEWHAM	SAFER NEIGHBOUR	4.00	204.00
411	CHADWELL HEATH TRAFFIC GARAGE	REDBRIDGE	WORKSHOP	94.00	
380	BARKINGSIDE POLICE STATION	REDBRIDGE	POLICE STATION	23.00	
419	ILFORD POLICE STATION (NEW)	REDBRIDGE	POLICE STATION	57.00	
384	CLAYGATE HOUSE	REDBRIDGE	OFFICE	15.00	
406	WOODFORD POLICE STATION	REDBRIDGE	POLICE STATION	35.00	
6624	FENCEPIECE ROAD 127	REDBRIDGE	SAFER NEIGHBOUR	2.00	226.00
638	TWICKENHAM POLICE STATION	RICHMOND	POLICE STATION	22.00	
620	HAMPTON TRAFFIC UNIT	RICHMOND	WORKSHOP	45.00	
637	TEDDINGTON POLICE STATION	RICHMOND	POLICE STATION	29.00	
905	RICHMOND PARK POLICE OFFICE	RICHMOND	POLICE OFFICE	5.00	
906	BUSHY PARK POLICE OFFICE	RICHMOND	POLICE OFFICE	3.00	
6362	PARADISE ROAD CAR PARKING	RICHMOND	CAR PARKING	5.00	
6690	QUEENS HOUSE GROUND FLOOR PART	RICHMOND	SAFER NEIGHBOUR	5.00	
957	SOVEREIGN GATE	RICHMOND	OFFICE	6.00	120.00
173	OLWEN HOUSE LOMAN STREET 8-20	SOUTHWARK	LIGHTINDUSTRIAL	9.00	

472	TOWER BRIDGE POLICE OFFICE	SOUTHWARK	POLICE OFFICE	13.00	
470	SOUTHWARK POLICE STATION	SOUTHWARK	POLICE STATION	25.00	
468	ROTHERHITHE POLICE STATION	SOUTHWARK	POLICE STATION	22.00	
128	DENMARK HILL WIRELESS STATION	SOUTHWARK	WIRELESS STN	7.00	
165	SOUTHWARK BRIDGE ROAD 207-209	SOUTHWARK	LIGHTINDUSTRIAL	4.00	
602	MALTBY STREET GARAGE	SOUTHWARK	GARAGE	17.00	
445	WALWORTH POLICE STATION	SOUTHWARK	POLICE STATION	29.00	
442	CAMBERWELL POLICE STATION	SOUTHWARK	POLICE STATION	31.00	
452	PECKHAM POLICE STATION	SOUTHWARK	POLICE STATION	52.00	209.00
825	GROSVENOR HOUSE	SUTTON	OFFICE	6.00	
696	SUTTON POLICE STATION	SUTTON	POLICE STATION	158.00	
6522	OLD PAVILION SUTTON ARENA LEISURE CENTRE (PAR	SUTTON	SAFER NEIGHBOUR	10.00	174.00
122	GROVE HALL GARAGE	TOWER	GARAGE	44.00	
354	BOW POLICE STATION	TOWER	POLICE STATION	30.00	
356	BOW CENTRAL COMMS COMMAND (METCALL CENTRE	TOWER	CALL CENTRE	42.00	
359	ISLE OF DOGS POLICE STATION	TOWER	POLICE STATION	35.00	
833	WAPPING BOAT YARD	TOWER	WORKSHOP	14.00	
353	BETHNAL GREEN POLICE STATION	TOWER	POLICE STATION	44.00	
357	PIERSON HOUSE	TOWER	OFFICE	15.00	
362	LIMEHOUSE POLICE STATION & FORMER SECTION HO	TOWER	POLICE STATION	96.00	
360	LEMAN STREET	TOWER	OFFICE	56.00	
832	WAPPING POLICE STATION	TOWER	OFFICE	13.00	389.00
393	WALTHAM FOREST BOROUGH CUSTODY UNIT	WALTHAM	CUSTODY CENTRE	19.00	
455	WALTHAMSTOW TOWN CENTRE OFFICE SNU	WALTHAM	SAFER NEIGHBOUR	6.00	
405	RIGG APPROACH LEYTON	WALTHAM	GARAGE	50.00	
382	CHINGFORD POLICE STATION	WALTHAM	POLICE STATION	27.00	
924	WALTHAM HOUSE	WALTHAM	POLICE STATION	17.00	
914	UPLANDS BUSINESS PARK UNITS 6B & 7	WALTHAM	PATROLBASE	54.00	
6625	FOREST ROAD 357-359	WALTHAM	SAFER NEIGHBOUR	3.00	176.00
454	PONTON ROAD	WANDSWORTH	WORKSHOP	120.00	
694	NIGHTINGALE LANE	WANDSWORTH	OFFICE	54.00	
127	JUBILEE HOUSE PUTNEY	WANDSWORTH	OFFICE	118.00	
690	LAVENDER HILL POLICE STATION	WANDSWORTH	POLICE STATION	8.00	
686	EARLSFIELD POLICE STATION	WANDSWORTH	POLICE STATION	20.00	
450	NINE ELMS POLICE OFFICE	WANDSWORTH	POLICE OFFICE	22.00	
670	WANDSWORTH POLICE STATION	WANDSWORTH	POLICE STATION	4.00	346.00

238	WEST END CENTRAL POLICE STATION	WESTMINSTER	POLICE STATION	2.00	
215	BELGRAVIA POLICE STATION	WESTMINSTER	POLICE STATION	40.00	
101	NEW SCOTLAND YARD	WESTMINSTER	OFFICE	126.00	
112	DRUMMOND GATE COMPLEX	WESTMINSTER	OFFICE	20.00	
187	BUCKINGHAM GATE 4-5	WESTMINSTER	OFFICE	2.00	
271	CHARING CROSS POLICE STATION	WESTMINSTER	POLICE STATION	63.00	
253	PADDINGTON GREEN POLICE STATION	WESTMINSTER	POLICE STATION	99.00	
903	ST JAMES PARK POLICE OFFICE	WESTMINSTER	POLICE OFFICE	3.00	
904	REGENTS PARK POLICE OFFICE	WESTMINSTER	POLICE OFFICE	2.00	
200	HYDE PARK POLICE STATION PART	WESTMINSTER	POLICE STATION	7.00	
6341	BREWER STREET GARAGE	WESTMINSTER	CAR PARKING	30.00	
6365	THE MALL CAR PARKING	WESTMINSTER	CAR PARKING	29.00	
993	VICTORIA STREET 10 PART	WESTMINSTER	OFFICE	1.00	
7519	BUCKINGHAM PALACE ROAD 172 PART 5TH FLOOR	WESTMINSTER	OFFICE	28.00	452.00
				9,169.00	9,169.00

MQ 3756 / 2013 Question: Contact Points (1)

Please see attached a list of contact points situated in SNT bases. Additional contact points are located in existing police stations and some external organisations premises.

Table Two: Contact Points opened in SNT bases

Borough	Address	Date Opened
Barking	SNT base, 2A Farr Avenue, Barking IG11 0NZ	16/09/2013
Barking	SNT base, 2 Station Parade, Heathway, Dagenham RM9 5AW	16/09/2013
Barking	SNT base, 442 Hedgemans Road, Dagenham RM9 6BU	16/09/2013
Barnet	SNT base, 113 High Road, East Finchley, N2 8AG	24/06/2013
Barnet	SNT base, 13 Cat Hill East Barnet EN4 8HG	24/06/2013
Barnet	SNT base, 61 Golders Green Road, London, NW11 8EL	24/06/2013
Barnet	SNT base, 29 Friern Barnet Road, N11 1NE	24/06/2013
Bexley	SNT base, 28 - 40 Pier Road, Erith, DA8 1TA	24/06/2013
Bexley	SNT base, 1 Limestone Walk, Erith, DA18 4BJ	24/06/2013
Brent	SNT base, 78 Walm Lane, Willesden Green, NW2 4RA	16/09/2013
Brent	SNT base, Unit 19 Kingsbury Trading Estate, Barningham Way, NW9 8AU	16/09/2013
Brent	SNT base, Strata House, 34A Waterloo Road, NW2 7UH	16/09/2013
Brent	SNT base, 25 Station Road, Harlesden, NW10 4UP	16/09/2013
Bromley	SNT base, 192 & 194 Main Road, Biggin Hill, Kent, TN16 3BB	16/09/2013
Bromley	SNT base, 49 High Street, Green Street Green, Orpington, BR6 6BG	16/09/2013
Camden	SNT base, 12 Greenland Road, Camden Town, NW1 0AY	24/06/2013
Camden	SNT base, 105 Highgate Road, NW5 1TR	24/06/2013
Camden	SNT base, Ground Floor, Station House, 9-13 Swiss Terrace, Swiss Cottage, NW6 4RR	24/06/2013
Camden	SNT base, 179-181 West End Lane, West Hampstead, NW6 2LH	24/06/2013
Croydon	SNT base, 9/11 Whytecliffe Road South, Purley, CR8 2AY	18/08/2013
Croydon	SNT base, 42 Central Parade, New Addington, CR0 0JD	18/08/2013
Croydon	SNT base, 2 Parchmore Road, Thornton Heath, CR7 8LU	18/08/2013
Croydon	SNT base, 1342-1344 London Road, Norbury, SW16 4DG	18/08/2013
Ealing	SNT base, Ashbourne Parade, 12 Ashbourne Parade, Hanger Lane, Ealing, W5 3QS	16/09/2013

Ealing	SNT base, 180 South Ealing Road, London, W5 4RJ	16/09/2013
Ealing	SNT base, Northolt Leisure Centre, Eastcote Lane North, Northolt Middlesex, UB5 4AB	16/09/2013
Enfield	SNT base, 864-866 Hertford Road, Freezywater, Enfield, Middlesex, EN3 6UD	16/09/2013
Greenwich	SNT base, Joyce Dawson Way, SE28 8RA	16/09/2013
Greenwich	SNT base, 60 William Barefoot Drive, Eltham, SE9 3HU	16/09/2013
Greenwich	SNT base, 49 Lakedale Road, Plumstead, SE18 1PR	16/09/2013
Hackney	SNT base, 220 Haggerston Road, London, E8 4HT	24/06/2013
Hackney	SNT base, 70 Blackstock Road, N4 2DR	24/06/2013
Hackney	SNT base, 17-19 Shacklewell Lane, E8 2DA	24/06/2013
Haringey	SNT base, The Collection Point, 73 Crouch Hall Road, Crouch End, N8 8HF	24/06/2013
Haringey	SNT base, Turnpike Parade, Green Lanes, N15 3EA	24/06/2013
Haringey	SNT base, Grove Business Centre, Units R1 & R2, 560/568 High Road, Tottenham, N17 9TA	24/06/2013
Harrow	SNT base, 1 Headstone Drive, Harrow, HA3 6QX	16/09/2013
Harrow	SNT base, Unit 3 Fountain House, 30 Church Road, Stanmore, HA7 4AL	16/09/2013
Havering	SNT base, Rainham Police Office Tesco, Bridge Road, Rainham, Essex, RM13 9YZ	24/06/2013
Havering	SNT base, Tadworth Parade, Elm Park, Hornchurch, RM12 5AS	24/06/2013
Havering	SNT base, Collier Row Road, Collier Row, RM5 2BB	24/06/2013
Hillingdon	SNT base, Unit 1, Ground Floor, Colham House, Bakers Road, Uxbridge, Middlesex UB8 1SH	24/06/2013
Hillingdon	SNT base, Polar Park, Unit 3, Bath Road, Harmondsworth, London, UB7 0DA	24/06/2013
Islington	SNT base, International House, Unit 4, 59 Crompton Road, islington, N1 2YT	24/06/2013
Islington	SNT base, 70 Blackstock Road, N4 2DR	24/06/2013
Islington	SNT base, 112 - 114 Goswell Road, EC1V 7DP	24/06/2013
Kensington	SNT base, Royalty Studios Units C, D & E, 105-109 Lancaster Road, Notting Hill, London, W11 1QF	24/06/2013
Kensington	SNT base, 77-83 Pavilion Road, London, SW1X 0ET	24/06/2013
Kensington	SNT base, 2-4 Kenway Road, Earl's Court, London, SW5 0RR	24/06/2013
Kingston	SNT base, Millbank House, Ground Floor North, 171-185 Ewell Road, Surbiton, Surrey, KT6 6AP	16/09/2013
Kingston	SNT base, 5 Cowleaze Road, Ground Floor Part,	16/09/2013

	Kingston, Surrey, KT2 6BF	
Kingston	SNT base, 391-393 Hook Road, Chessington, Surrey, KT9 1AB	16/09/2013
Merton	SNT base, 70 South Lodge Avenue, Pollards Park, Mitcham, Surrey, CR4 1LW	24/06/2013
Merton	SNT base, One O'Clock Club, Wimbledon Park, Home Park Road, London, SW19 7HP	24/06/2013
Merton	SNT base, Aberconway Road, 35 Unit 2B, Morden, Surrey, SM4 5LN	24/06/2013
Newham	SNT base, 269 Parkhurst Road, Manor Park, E12 5QU	16/09/2013
Newham	SNT base, 522 Barking Road, Plaistow, E13 8QE	16/09/2013
Newham	SNT base, Mary Rose Road, Mary Rose Mall, Frobisher Road, Beckton, E6 5JP	16/09/2013
Redbridge	SNT base, 127 Fencepiece Road, Hainault, Ilford, IG6 2LD	16/09/2013
Richmond	SNT base, Lowther Primary School, Stillingfleet Road, Barnes, London, SW13 9AE	16/09/2013
Southwark	SNT base, Bellenden Road Retail Park, Lidl Site, Peckham, SE15 5DR	24/06/2013
Southwark	SNT base, Seeley Drive, SE21 8QR	24/06/2013
Sutton	SNT base, Crosspoint House, 28 Stafford Road, Wallington, Surrey, SM6 9AA	24/06/2013
Waltham	SNT base, 357-359 Forest Road, Walthamstow, E17 5QJ	16/09/2013
Waltham	SNT base, 593 Lea Bridge Road, London, E10 6AJ	16/09/2013
Waltham	SNT base, Waltham House, 11 Kirkdale Road, Leytonstone, E11 1HP	16/09/2013
Westminster	SNT base, Royalty Studios Units C, D & E, 105-109 Lancaster Road, Notting Hill, London, W11 1QF	24/06/2013
Westminster	SNT base, 77-83 Pavilion Road, London, SW1X 0ET	24/06/2013

MQ 3758 / 2013 Question: Contact Points (2)

Please see attached a table of all the contact points broken down by borough and the date they opened.

Table Two: Contact Points opened

Borough	Address	Date Opened
Barking	Marks Gate Police Office, 78 Rose Lane, Romford RM6 5JU	16/09/2013
Barking	SNT base, 2A Farr Avenue, Barking IG11 ONZ	16/09/2013
Barking	SNT base, 2 Station Parade, Heathway, Dagenham RM9 5AW	16/09/2013
Barking	SNT base, 442 Hedgemans Road, Dagenham RM9 6BU	16/09/2013
Barnet	SNT base, 113 High Road, East Finchley, N2 8AG	24/06/2013
Barnet	SNT base, 13 Cat Hill East Barnet EN4 8HG	24/06/2013
Barnet	SNT base, 61 Golders Green Road, London, NW11 8EL	24/06/2013
Barnet	SNT base, 29 Friern Barnet Road, N11 1NE	24/06/2013
Bexley	SNT base, 28 - 40 Pier Road, Erith, DA8 1TA	24/06/2013
Bexley	SNT base, 1 Limestone Walk, Erith, DA18 4BJ	24/06/2013
Bexley	Belvedere Police Station, 2 Nuxley Rd, Belvedere, Kent DA17 5JF	24/06/2013
Brent	SNT base, 78 Walm Lane, Willesden Green, NW2 4RA	16/09/2013
Brent	SNT base, Unit 19 Kingsbury Trading Estate, Barningham Way, NW9 8AU	16/09/2013
Brent	SNT base, Strata House, 34A Waterloo Road, NW2 7UH	16/09/2013
Brent	SNT base, 25 Station Road, Harlesden, NW10 4UP	16/09/2013
Brent	Harlesden Police Station, 76 Craven Park, London, NW10 8RJ	16/09/2013
Bromley	Cray Police Office, 43-45 High Street, BR5 3NJ	16/09/2013
Bromley	SNT base, 192 & 194 Main Road, Biggin Hill, Kent, TN16 3BB	16/09/2013
Bromley	SNT base, 49 High Street, Green Street Green, Orpington, BR6 6BG	16/09/2013
Bromley	The Walnuts, Orpington	16/09/2013
Camden	SNT base, 12 Greenland Road, Camden Town, NW1 0AY	24/06/2013
Camden	SNT base, 105 Highgate Road, NW5 1TR	24/06/2013
Camden	SNT base, Ground Floor, Station House, 9-13 Swiss Terrace, Swiss Cottage, NW6 4RR	24/06/2013

Camden	SNT base, 179-181 West End Lane, West Hampstead, NW6 2LH	24/06/2013
Camden	West Hampstead Police Station	24/06/2013
Croydon	SNT base, 9/11 Whytecliffe Road South, Purley, CR8 2AY	18/08/2013
Croydon	SNT base, 42 Central Parade, New Addington, CRO 0JD	18/08/2013
Croydon	SNT base, 2 Parchmore Road, Thornton Heath, CR7 8LU	18/08/2013
Croydon	SNT base, 1342-1344 London Road, Norbury, SW16 4DG	18/08/2013
Croydon	Addington Police Station, Addington Village Rd, Croydon CRO 5AQ	18/08/2013
Ealing	SNT base, Ashbourne Parade, 12 Ashbourne Parade, Hanger Lane, Ealing, W5 3QS	16/09/2013
Ealing	SNT base, 180 South Ealing Road, London, W5 4RJ	16/09/2013
Ealing	SNT base, Northolt Leisure Centre, Eastcote Lane North, Northolt Middlesex, UB5 4AB	16/09/2013
Ealing	Greenford Police Station, 21 Oldfield Lane, Perivale, Greenford, Middlesex UB6 7PD	16/09/2013
Enfield	Southgate Police Station, 25 Chase Side, Southgate, London, N14 5BW.	16/09/2013
Enfield	SNT base, 864-866 Hertford Road, Freezywater, Enfield, Middlesex, EN3 6UD	16/09/2013
Enfield	North Middlesex Hospital, Sterling Way, N18 1QX	16/09/2013
Enfield	Morrisons, Aldermans Hill, N13 4YD	16/09/2013
Greenwich	Greenwich Police Station, 31 Royal Hill, Greenwich, SE10 8RR	16/09/2013
Greenwich	SNT base, Joyce Dawson Way, SE28 8RA	16/09/2013
Greenwich	SNT base, 60 William Barefoot Drive, Eltham, SE9 3HU	16/09/2013
Greenwich	SNT base, 49 Lakedale Road, Plumstead, SE18 1PR	16/09/2013
Greenwich	Mobile Police Station	16/09/2013
Hackney	Homerton University Hospital, Homerton Row, Hackney, E9 6SR	24/06/2013
Hackney	SNT base, 220 Haggerston Road, London, E8 4HT	24/06/2013
Hackney	SNT base, 70 Blackstock Road, N4 2DR	24/06/2013
Hackney	SNT base, 17-19 Shacklewell Lane, E8 2DA	24/06/2013
Hammersmith	Westfield Shopping Centre, Ariel Way, London, Greater London W12 7GF	24/06/2013
Haringey	SNT base, The Collection Point, 73 Crouch Hall Road, Crouch End, N8 8HF	24/06/2013
Haringey	SNT base, Turnpike Parade, Green Lanes, N15 3EA	24/06/2013
Haringey	SNT base, Grove Business Centre, Units R1 & R2, 560/568 High Road, Tottenham, N17 9TA	24/06/2013

Harrow	SNT base, 1 Headstone Drive, Harrow, HA3 6QX	16/09/2013
Harrow	Kirkland House, 11-15 Peterborough Road, Harrow, HA1 2AX	16/09/2013
Harrow	SNT base, Unit 3 Fountain House, 30 Church Road, Stanmore, HA7 4AL	16/09/2013
Harrow	Pinner Police Station, 1 Waxwell Lane, Pinner, London, HA5 3LA	16/09/2013
Havering	Hornchurch Police Station, 74 Station Lane, Hornchurch, Essex, RM12 6NA	24/06/2013
Havering	SNT base, Rainham Police Office Tesco, Bridge Road, Rainham, Essex, RM13 9YZ	24/06/2013
Havering	SNT base, Tadworth Parade, Elm Park, Hornchurch, RM12 5AS	24/06/2013
Havering	SNT base, Collier Row Road, Collier Row, RM5 2BB	24/06/2013
Havering	Upminster Police Office, 9 Corbets Tey Road, Upminster, RM14 2AP	24/06/2013
Hillingdon	SNT base, Unit 1, Ground Floor, Colham House, Bakers Road, Uxbridge, Middlesex UB8 1SH	24/06/2013
Hillingdon	Ruislip Police Station, 5 The Oaks, Ruislip, Middlesex HA4 7LF	24/06/2013
Hillingdon	SNT base, Polar Park, Unit 3, Bath Road, Harmondsworth, London, UB7 0DA	24/06/2013
Hounslow	Feltham Police Station, 34 Hanworth Road, Feltham, TW13 5BD	16/09/2013
Hounslow	Heston Library, New Heston Road, Hounslow, TW5 0LW	16/09/2013
Hounslow	Cornish House, Green Dragon Lane, TW8 0DF	16/09/2013
Islington	SNT base, International House, Unit 4, 59 Crompton Road, islington, N1 2YT	24/06/2013
Islington	SNT base, 70 Blackstock Road, N4 2DR	24/06/2013
Islington	SNT base, 112 - 114 Goswell Road, EC1V 7DP	24/06/2013
Islington	Whittington Hospital, Magdala Avenuse, N19 5NF	24/06/2013
Kensington	Chelsea Police Station, 2 Lucan Place, Chelsea, SW3 3PB	24/06/2013
Kensington	SNT base, Royalty Studios Units C, D & E, 105-109 Lancaster Road, Notting Hill, London, W11 1QF	24/06/2013
Kensington	SNT base, 77-83 Pavilion Road, London, SW1X 0ET	24/06/2013
Kensington	SNT base, 2-4 Kenway Road, Earl's Court, London, SW5 0RR	24/06/2013
Kingston	SNT base, Millbank House, Ground Floor North, 171-185 Ewell Road, Surbiton, Surrey, KT6 6AP	16/09/2013

Kingston	SNT base, 5 Cowleaze Road, Ground Floor Part, Kingston, Surrey, KT2 6BF	16/09/2013
Kingston	SNT base, 391-393 Hook Road, Chessington, Surrey, KT9 1AB	16/09/2013
Lambeth	Loughborough Junction Police Office, 236 Coldharbour Lane, SW9 8SD	24/06/2013
Lambeth	Cavendish Road Police Station, 47 Cavendish Road, London, SW12 0BL	24/06/2013
Lambeth	Gipsy Hill Police Station, 66 Central Hill, London, SE19 1DT	24/06/2013
Lewisham	Catford Hill Police Station, 128 Catford Hill, SE6 4PS	16/09/2013
Lewisham	Blackheath, BR Station, SE13	16/09/2013
Lewisham	The Albany Centre, Deptford Hg ST, SE8	16/09/2013
Lewisham	Sainsbury's, Southend Lane, SE26 4PU	16/09/2013
Lewisham	Deptford Lounge, 9 Giffin Street, Deptford SE8 4RJ	16/09/2013
Lewisham	Post Office, 189-193 Torridon Road, Lewisham, SE6 1RF	16/09/2013
Merton	SNT base, 70 South Lodge Avenue, Pollards Park, Mitcham, Surrey, CR4 1LW	24/06/2013
Merton	york Gardens Community Centre, 34 Lavender Road, SW11 2UG	24/06/2013
Merton	SNT base, One O'Clock Club, Wimbledon Park, Home Park Road, London, SW19 7HP	24/06/2013
Merton	SNT base, Aberconway Road, 35 Unit 2B, Morden, Surrey, SM4 5LN	24/06/2013
Merton	Tooting Police Station, 251 Mitcham Road SW17 9JQ	24/06/2013
Newham	Carpenters Road Police Office, 22 Doran Walk, E15 2JL	16/09/2013
Newham	SNT base, 269 Parkhurst Road, Manor Park, E12 5QU	16/09/2013
Newham	SNT base, 522 Barking Road, Plaistow, E13 8QE	16/09/2013
Newham	SNT base, Mary Rose Road, Mary Rose Mall, Frobisher Road, Beckton, E6 5JP	16/09/2013
Redbridge	Woodford Police Station, 509 High Road, Woodford Green, Essex, IG8 0SR	16/09/2013
Redbridge	SNT base, 127 Fencepiece Road, Hainault, Ilford, IG6 2LD	16/09/2013
Redbridge	Wanstead Library, Spratt Hall Road, E11 2RQ	16/09/2013
Redbridge	Polly Clinic, Ilford Lane, IG1 2SN	16/09/2013
Richmond	SNT base, Lowther Primary School, Stillingfleet Road, Barnes, London, SW13 9AE	16/09/2013
Richmond	St Mary's University College, Waldegrave Road, Strawberry Hill, Twickenham, Middlesex TW1 4SX	16/09/2013

Richmond	14 Ashburnham Road, Ham, Richmond, Surrey, TW10 7NF	16/09/2013
Richmond	Tangley Park Road, Hampton, Middlesex, TW12 3YL	16/09/2013
Southwark	SNT base, Bellenden Road Retail Park, Lidl Site, Peckham, SE15 5DR	24/06/2013
Southwark	SNT base, Seeley Drive, SE21 8QR	24/06/2013
Southwark	Dulwich Library, 368 Lordship Lane, SE22 8NB	24/06/2013
Southwark	Canada Water Library, 21 Surrey Quays Road, SE16 7AR	24/06/2013
Sutton	SNT base, Crosspoint House, 28 Stafford Road, Wallington, Surrey, SM6 9AA	24/06/2013
Tower	Bow Police Station, 111-117 Bow Road, Bow, London, E3 2AN	24/06/2013
Tower	Isle Of Dogs Police Station, 160-174 Manchester Road, Blackwall, E14 3BN	24/06/2013
Tower	Poplar Police Office, 2 Market Way Poplar E14 6AH	24/06/2013
Tower	St. George's Town Hall Shadwell, 236 Cable Street, E1 0BL	24/06/2013
Waltham	SNT base, 357-359 Forest Road, Walthamstow, E17 5QJ	16/09/2013
Waltham	SNT base, 593 Lea Bridge Road, London, E10 6AJ	16/09/2013
Waltham	SNT base, Waltham House, 11 Kirkdale Road, Leytonstone, E11 1HP	16/09/2013
Wandsworth	St Marys Church Cafe, Putney High Street, London, SW15 1SN	24/06/2013
Wandsworth	Tooting Police Station, 251 Mitcham Road SW17 9JQ	24/06/2013
Westminster	SNT base, Royalty Studios Units C, D & E, 105-109 Lancaster Road, Notting Hill, London, W11 1QF	24/06/2013
Westminster	SNT base, 77-83 Pavilion Road, London, SW1X 0ET	24/06/2013

International Flights taken by Mayor and Advisers - October 2012 to 1

Reference Number	Name	Destination	Departure Date	Return Date
BT 40/12	Isabel Dedring	Barcelona	07/10/12	09/10/12
BT 58/12	Neale Coleman	Rio de Janeiro	20/11/12	30/11/12
BT 61A/12	Ed Lister	New York	10/09/12	14/09/12
BT 61B/12	Ed Lister	Hong Kong & Kuala Lumpur	02/11/13	08/11/13
BT 64/12	Jennette Arnold	Vietnam	03/11/12	09/11/12
BT 76/12	Richard Blakeway	Nice	11/03/13	14/03/13
BT 77/12	Ed Lister	Nice	11/03/13	14/03/13
BT 78/12	Boris Johnson	India	24/11/12	01/12/12
BT 79/12	Ed Lister	India	24/11/12	01/12/12
BT 80/12	Will Walden	India	24/11/12	01/12/12
BT 100/12	Boris Johnson	Davos	23/01/13	25/01/13
BT 101/12	Will Walder	Davos	23/01/13	25/01/13
BT 102/12	Gerrard Lyons	Davos	23/01/13	25/01/13
BT 103/12	Ed Lister	Davos	23/01/13	25/01/13
BT 106/12	M Pencharz	New York	03/02/13	06/02/13
BT 110/12	Boris Johnson	Nice	12/03/13	13/03/13
BT 121/12	Boris Johnson	San Francisco	03/02/13	04/02/13
BT 122/12	Ed Lister	San Francisco	03/02/13	04/02/13
BT 127/12	Will Walden	Nice, Paris	12/03/13	15/03/13
BT 135/12	Will Walden	Nice, Paris	12/03/13	15/03/13
BT 138/12	Ed Lister	Dubai, Doha, Abu Dhabi, Kuwait	16/03/13	20/03/13
BT 141/12	William Walden	USA	06/03/13	10/03/13
BT 143/12	Isabel Dedring	California	03/02/13	05/02/13
BT 8/13	Boris Johnson	UAE, Kuwait & Quartar	14/04/13	21/04/13
BT 10/13	Edward Lister	India, UAE, Kuwait, Qatar	10/04/13	22/04/13
BT 13/13	Gerard Lyons	UAE, Kuwait & Quartar	14/04/13	21/04/13
BT 14/13	Gerard Lyons	France	25/06/13	26/06/13
BT 15/13	Matthew Pencharz	San Francisco	01/04/13	05/04/13
BT 22/13	Kit Malthouse	Istanbul	13/05/13	18/05/13
BT 24/13	Isabel Dedring	New York	05/04/13	14/04/13
BT 28/13	Matthew Pencharz	New York	05/05/13	07/05/13
BT 29/13	Edward Lister	Kuala Lumpur	18/05/13	21/05/13
BT 33/13	Isabel Dedring	New York	17/06/13	19/06/13
BT 41/13	Richard Blakeway	Hamburg	30/05/13	31/05/13
BT 65/13	Edward Lister	China	20/09/13	27/09/13

September 2013

Duration Of Stay (Days)
2
10
4
6
6
3
3
7
7
7
2
2
2
2
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3
1
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